The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1204.—Vol. XXVIII. LONDON, SATURDAY, SEPTEMBER 18, 1858. {STAMPED.....SIXPENCE. UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, MINING AND SHAREBROKER, No. 1, FINCH LANE, LONDON (established 14 years), TRANSACTS every kind of BUSINESS in MINING SHARES, but, not being a DEALER, BUYS and SELLS only on orders confided to him.

Mr. Crofts refers the readers of the Journal to his article on the changes and phases the market, on page 611, in which will be found general and particular discussions on value of mining property, on, or irrespective of, the market; his opinions being ked by experience, but not offered as infallible. He will be happy to advise capists into safe investments at all times.

CHEAP SHARES.

DIVIDEND.	PROGRESSIVE.	SPECULATIVE.
ar Consols.	Great Wheal Alfred.	Bryntail.
rovidence.	North Downs.	New Frances.
osewarne United.	Old Tolgus United.	Wheal Harriett.
relawny.	Pendeen.	Lady Bertha.
t. Day United.	Great Wheal Vor.	South Lady Bertha.
incroft.	North Wheal Robert.	Wheal Grenville.
lfred Consols.	Catherine and Jane.	West Grenville.
alstock Consols.	Tolvadden.	Wheal Arthur.
ale of Towy.	United Mines.	Wheal Edward.
outh Tolgus.	Wheal Addams.	Sortridge Consols.
est Basset.	Kelly Bray.	Redmoor.
orth Basset.	Yarner.	Camborne Vean.

*** Special business in Old Tolgus United.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, MINING SHARE DEALER.

JAMES B. BRENCHLEY, 19, TOKENHOUSE YARD, LONDON, transacts BUSINESS, as a BUYER or SELLER, in DIVIDEND and OGRESSIVE MINES, for CASH.

FOR ESPECIAL SALE:—

Agar, £2⅞.	10 Grenville, £1⅛.	5 North Frances, £6¼.
East Tamar, 11s.	7 Hender, 26s.	15 South Carn Brea, £3¾.
E. Gunnis Lake, 34s. 6d.	3 Kitty (Lelant), £8¼.	20 Tehidy, 13s. 6d.

Bankers: London and Westminster, Lothbury.

SPECIAL REPORT (WEEKLY) WILL APPEAR IN PETER WATSON'S "MINING CIRCULAR," by his own Agents. ABRIDGED PORTS will also be given, and important information on the present and future opeons and prospects of mines throughout Cornwall and Devon, with advice thereon as purchase or sale of shares.

Those who desire to have copies regularly sent them will be supplied for an annual scription of £1 1s., or 6d. per copy. PETER WATSON.

English and Foreign Stock, Share, and Mining Offices, 3, Old Broad-street, London, E.C.

SPECIAL REPORTS ON

WHEAL BASSET.	KELLY BRAY.
CALSTOCK CONSOLS.	DING DONG.
TREBARVAH.	WHEAL HARRIETT.
GREAT WHEAL ALFRED.	EAST BASSET.
NORTH ROSKEAR.	PENDEEN.
REDMOOR.	WHEAL GRENVILLE.
WENDRON CONSOLS.	GAWTON.
DRAKE WALLS.	WEST ALFRED CONSOLS.
WEST TREVELYAN.	PEDN-AN-DREA.
SOUTH BASSET.	NORTH DOWNS.
WEST FRANCES.	EAST ALFRED CONSOLS.
PROVIDENCE.	NORTH FRANCES.

ublished in PETER WATSON'S Weekly Circular and Share List.

MR. H. B. RYE DOES NOT ADVERTISE PRICES OF MINING SHARES, because the practice is highly prejudicial to mining enterprise, and public interests. The prices advertised are no guide whatever in investing, and no ance can be placed upon them. In consulting these advertised prices, it will always found that many eligible investments are WILFULLY depreciated, and many rotten utterly worthless concerns foisted upon the public. Mr. Rye begs, however, to state , having a large connection, and practical experience extending over 18 years, he is pled to offer the soundest advice regarding LEGITIMATE investments, and to transbusiness upon terms most advantageous to his clients.

ffices, 77, Old Broad-street, E.C.

TIN SHARES FOR SALE.—

5 Alfred Consols.	20 Marke Valley, £2⅜.	10 Tolvadden, £6⅝.
Angarrack.	45 Kelly Bray, £1⅞.	50 Vale of Towy, 17s. 6d.
Botallack.	100 Lady Bertha, 10s. 6d.	1 West Caradon.
Bell and Lanarth.	100 Molland.	100 West Grenville, 11s.
Bryntail.	5 North Basset, £10.	West Providence.
Buller and Bertha.	5 North Crofty.	15 West Par, 12s. 6d.
Buller & Basset United.	5 North Frances.	1 West Wh. Seton, £280.
Carnyorth.	North Levant.	10 Wheal Arthur, 16s.
Cath. & Jane, 3s. 6d.	10 North Robert	1 Wheal Buller.
Devon Consols.	5 Old Tolgus United.	1 Wheal Basset, £195.
Dale (£1 paid), 10s.	5 Par Consols, £17.	10 Wheal Charlotte.
East Alfred.	15 Pendeen, 3½.	10 Wheal Grenville.
East Trefusis.	5 Providence.	50 Wheal Harriett.
East Basset, £87½.	50 Rosewarne Consols.	10 Wheal Edward, £3⅜.
East Providence.	2 Rosewarne United, £34.	8 Wh. Kitty (Lelant), £9.
E. Russell, £5 11s. 3d.	20 Redmoor, 6s. 6d.	5 Wheal Mary Ann.
East Rosewarne.	Swanpool.	2 Wheal Margaret.
Gram. & St. Aub., £135.	1 South Frances.	10 Wheal Margery, £12½
Great Busy.	St. Austell Consols (all	Wheal Reeth.
Gt. South Tolgus, £15.	calls paid).	5 Wheal Trelawny.
Great Alfred, £4¼.	5 St. Ives Consols, £12½.	15 Wheal Wrey.
Great Vor, £3¼.	100 So. Lady Bertha, 7s. 6d.	5 Wheal Jane.
Great Hewas, 15s.	1 South Caradon.	5 Wheal Union, £5.

All orders promptly attended to. Commission, 1¼ per cent.

R. LELEAN, Broker and Sharedealer, 4, Cushion-court, Old Broad-street. ptember 17, 1858.

NO CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISCELLANEOUS URITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, ES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC DS BOUGHT and SOLD at the closest market price, and at moderate commission. rences given and required. JOHN BATTERS, Stock and Sharebroker. Throgmorton-street, London, E.C.

MR. JOHN RISLEY, MINE SHARE BROKER, No. 12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Mr. J. Risley is a buyer of Pendeen shares, at £3⅛; and North Downs, at £2. areholders communicated with who are disposed to sell their interests in the above s.—September 17, 1858.

HENRY GOULD SHARP, 32, POULTRY, LONDON, E.C., Recommends the IMMEDIATE PURCHASE of the following SHARES, at pre-

market prices:—	DIVIDEND MINES.	
lfred Consols.	No. Wh. Basset, £93¾ 10.	Vale of Towy, 16s 6d 17s.
rn Brea, £52 54.	Par Consols, £17¼.	West Basset, £21¾.
dcoath.	Providence, £59¾.	West Wh. Seton, £180.
ambler, £135.	South Caradon, £108.	Wheal Basset, £190 200.
South Tolgus, £15½.	South Tolgus, £76½.	Wheal Buller, £190 200.
rke Valley, £2½ 2¾.	So. Wh. Frances, £197½.	Wheal Mary Ann, £44⅜.
	PROGRESSIVE MINES.	
pper Hill, £90 100.	Lady Eliza (Limited).	South Garras.
radon Consols.	North Frances, £6½.	Wheal Agar.
st Basset, £95 97½.	Pedn-an-drea.	Wh. Grenville, £1⅝ 1¾.
Wh. Russell, £7⅜ 6.	Penstruthal, £5⅜.	Wheal Harriett, 17s. 18s.
eat Caradon.	Redmoor, 6s. 6d., 7s. 6d.	Wheal Ludcott.
. Wh. Alfred, £4⅛ ⅜.	South Carn Brea, £4¼.	Wheal Margery.

B.—Mr. Sharp has just returned from Devon and Cornwall, and is in a position to correct and good information as to the best and safest mines for present investment.

ARES FOR SALE: 50 Sortridge Consols, 22s. 20 Huck. Bridge, 4s. 6d. arf, £2⅝. 50 Dale (£1 paid), 7s. 9d. 220 Catherine & Jane, 4s. 3d. cks and shares of every description bought and sold on commission of 1¼ per cent.

ESSRS. FULLER AND CO., 51, THREADNEEDLE STREET, LONDON, continue to TRANSACT BUSINESS in BANKING, BRITISH and EIGN MINES, INSURANCE, RAILWAYS, &c. The great impetus given to ng, and the advantages over and above all known securities is apparent to the capis, who are quietly availing themselves of the opportunity afforded in securing both idend and Progressive Mines; the former paying safely 15 per cent., whilst the latter nly attain that state, but rise in value from 1 to 500 per cent. The following shares nt every prospect of success:—

von Burra Burra.	Hingston Down.	Wheal Margery.
rf Lead Mines.	Tolvadden.	Wheal Ludcott.
llyvirgin.	South Lady Bertha.	Tincroft.
st Wheal Russell.	United Mines, Tavistock.	West Caradon.

ANTED, 500 shares South Lady Bertha, at 6s. 6d.

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GEORGE MOORE will SELL the following SHARES, or any part, to-day, at quoted prices, FREE OF ANY COMMISSION:—

DIVIDEND.

10 Herodsfoot, £6¾.	10 Tincroft, £3⅞.	1 West Caradon, £97½.
1 Rosewarne Utd., £35½.	20 Treweathas, 20s. 9d.	10 Wh. Edward, £3 16s. 3d.
20 Sortridge Cons., 23s. 9d.	50 Vale of Towy, 16s. 6d.	

NON-DIVIDEND.

20 Camborne Vean, 35s.	1 East Basset, £92½.	10 Kelly Bray, £1 18s. 9d.
50 Cather. & Jane, 3s. 9d.	5 E. Russell, £5 16s 3d.	50 West Pay.
	10 Great Alfred, £4½.	

GEORGE MOORE is a BUYER of one or two shares in South Caradon, at £402½; 100 Harriett, 15s.; 50 East Russell, 5½; 50 East Gunnis Lake, 31s.

PURCHASERS of undoubted respectability can register transfers and receive CERTIFICATES of same previous to PAYMENT.

In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

MR. J. J. REYNOLDS, No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKER, begs to inform his friends and the public that a FAVOURABLE OPPORTUNITY now offers itself to capitalists for INVESTMENT in many undertakings of a substantial character, paying large dividends. There are also others of a progressive character, well deserving attention.

Every information can be obtained at his offices, which his practical experience enables him to give respecting all mines worthy of consideration.

MESSRS. POWELL AND COOKE, DEALERS IN MINING SHARES, 8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

10 Bryntail, £3.	10 Lewis, £2 2s.	5 Tincroft, £3 9s. 6d.
10 Boiling Well, 22s.	20 Ludcott, 32s. 6d.	20 Tavy Consols.
14 Cather. & Jane, 5s. 6d.	20 Lady Bertha, 10s.	10 Treweatha, 20s. 9d.
1 Cefn Brwyno, £37.	20 Nanteos and Penriw, 25s. 6d. (call included).	3 Trelawny, £25½.
20 Cwm Seton, 23s.	100 New Crow Hill, 6s. 3d.	20 Vale of Towy, 17s. 6d.
2 Elijah & Went., £4½.	20 North Downs, £2 2s. 6d.	30 Virtuous Lady, 5s.
10 Drake Walls, 20s.	5 No. Basset, £9 16s. 9d.	1 Wh. Mary Ann, £43⅞.
1 Dev. Great Cons., £475.	5 No. Frances, £6 18s. 9d.	1 Wheal Basset, £200.
5 East Russell, £5 16s. 9d.	20 Pem. & E. Crin., 12s. 5d.	5 Wheal Margery, £12½
20 East Rosewarne.	3 Par Consols, £17 6s. 9d.	10 Wheal Edward, £3⅞.
5 E. Wh. Rose, £5 18s. 6d.	2 Rosewarne United.	5 West Basset.
1 Grambler & St. Aubyn.	10 Sortridge Consols.	10 Wheal Zion.
5 Great Alfred, £4 2s. 6d.	40 So. Lady Bertha, 6s. 3d.	10 West Providence, £1⅞.
20 Garreg, 5s. 6d.	5 South Wheal Ellen.	1 West Caradon, £92½.
10 Grenville, 32s. 6d.	1 South Caradon, £407½.	5 Wheal Jane, £183¾.
10 Great Hewas, 22s. 6d.	10 Trebarvah (last call of 20s. paid), 27s. 6d.	60 West Wheal Jane, 10s.
5 Hings. Down, £3 1s. 6d.	20 Tamar Consols, 12s. 9d.	20 Wheal Addams, 16s. 6d.
20 Huck. Bridge, 5s. 6d.		20 Wheal Russell, 6s. 6d.
2 Kitty (Lelant).		2 Wheal Margaret, £58½.

*** Special business in Old Tolgus United and West Grenville.

Those who make the largest fortunes are those who have nerve enough to take advantage of periods of depression to make their investments, and the present time is one of great depression in the mining market, as many progressive mines, which possess great merit, may be bought at prices which will in a short time satisfy those who are content to receive £600 for every £100 they invest. To those who are desirous of making the trial, Mr. Herron will be happy to advise with them.

2, Adam's-court, Old Broad-street, London, Sept. 17, 1858.

THOMAS ROACH, MINING AGENT, 37, OLD BROAD STREET, E.C.

MESSRS. VIVIAN AND REYNOLDS, MINE AGENTS, 68, OLD BROAD STREET, LONDON, E.C.

Messrs. Vivian and Reynolds are enabled, through the long experience of Mr. W. C. Vivian as an underground agent and manager of mines in Cornwall, and in various foreign countries, to afford information on most important mining districts; and to inspect and report on mines. They are also enabled, by the several years' acquaintance of Mr. J. J. Reynolds, jun., with the transactions of the London share market, to obtain every advantage for those who may want either to buy or sell mining or any other description of stock.

Messrs Vivian and Reynolds have daily information from the principal seats of mining, which is at the service of those who may honour them with their confidence.

MICHAEL WILLIAMS BAWDEN, MINING, GENERAL ASSAYING, AND COMMISSION OFFICES, LISKEARD, CORNWALL.

Michael Williams Bawden being situated in a central position of the two western counties, can give every information to parties on mines that are really safe investments and otherwise. Mines inspected, and correctness of reports strictly adhered to.

MR. BRENTON SYMONS, LAND AND MINERAL SURVEYOR, is NOW on a PROFESSIONAL VISIT to WALES, and is READY to RECEIVE INSTRUCTIONS relative to REPORTS, SURVEYS, and SKETCHES of MINING or OTHER PROPERTIES.—Address, Robert C. Hunter, Esq., surgeon, Plymouth Iron-works, Merthy Tydvil, South Wales.

JOHN GLEDHILL AND CO., MINE AGENTS, SHARE BROKERS, AND GENERAL DEALERS MINING RECORD OFFICE, 12, SOUTH PARADE, LEEDS.

Mines well selected are the best investments, paying from 15 to 30 per cent. on the outlay. They have to OFFER SHARES in most of the DIVIDEND and PROGRESSIVE MINES, and are ready to give every information relative to all mining matters.

Dated Sept. 17, 1858.

MR. BRENTON SYMONS, LAND AND MINERAL SURVEYOR, LITHOGRAPHER, &c., TRURO, will be happy to UNDERTAKE SURVEYS of every description, either at home or abroad. Mr. Symons having an office for lithography, can offer advantages to gentlemen who require LITHOGRAPHED PLANS, SECTIONS, &c., of MINERAL PROPERTY; having the whole work under his immediate superintendence, thus saving the time and expense necessary in transmitting the plans from the surveyor to the lithographer.

MINES SUPPLIED with CIRCULARS, CERTIFICATES, BOOKS, TUTWORK and TRIBUTE PAY-SHEETS, SHARE TRANSFERS, &c. Specimens sent free by post on application.

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FIFTEEN to TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM upon current value of shares, in CORNISH TIN and COPPER MINES. Dividends payable two-monthly or quarterly.

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Review of Cornish and Devon Mining Enterprise, 5s. per copy.

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MESSRS. A. J. HUTCHINGS AND CO.'S PATENT IMPROVED WIRE ROPE. SOLE MAKERS TO THE LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS, And the principal Colliery Proprietors throughout the kingdom.

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ROUND and FLAT ROPES of every description, suitable for mining operations or other purposes, GALVANISED or UNGALVANISED, MANUFACTURED upon the newest and most improved machinery, ensuring greater pliability, durability, and strength; and is admitted by the principal coal proprietors to be far superior to any other kind of wire-rope. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

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Mr. J. R. Pike has the honour to inform his friends and the public generally, that he has completed arrangements for conducting his business on a very much extended and more comprehensive basis than heretofore, his local Cornish connections and knowledge, coupled with his metropolitan experience, enabling him to guard the interest of his clients more beneficially than others whose sphere of action is confined to the London market only. The leading features to which he would direct the attention of shareholders in British mines, as well as intending investors, are as follows:—

First,—Regular and precise information as to the prices of shares in the different Cornish markets.

Second,—A system of correspondence, in the shape of reports, from all the principal mining districts.

Third,—Keeping for inspection plans of the leading mining groups, showing their relative position and traversing lodes.

Fourth,—A complete collection of statistics, showing the antecedents and present position of all the mines whose shares are usually the subject of exchange.

Fifth,—The registration of the different shares held by his clients, in order that anything affecting their value may be immediately reported to their respective owners.

The advertiser will continue to furnish, on application, either personally or by letter, any mining information which the public may require, and begs to assure his clients that now, as heretofore, his extensive business connections and long experience enables him to buy and sell to the best advantage any shares which are at all negociable, either in London or Cornwall.

The system of advertising the prices of mining shares will not be resorted to in this establishment, as it is inconsistent with the free action of a public market, and inimical to the interests of both buyer and seller.

The following classified list of mines, in the shares of which the advertiser has business to transact, may be consulted by the public with advantage:—

DIVIDEND MINES COMMANDING LARGE PREMIUMS, AND PAYING HIGH RATES OF INTEREST ON CURRENT PRICES.

Botallack.	South Caradon.	Herodsfoot.
Devon Great Consols.	South Frances.	Lisburne.
Dolcouth.	West Basset.	Phœnix.
Grambler & St. Aubyn.	West Seton.	South Tolgus.
Great South Tolgus.	Wheal Basset.	St. Ives Consols.
Levant.	Wheal Buller.	West Caradon.
Minera.	Wheal Trelawny.	Wheal Margaret.
North Basset.	Alfred Consols.	Wheal Mary Ann.
Par Consols.	Bedford United.	Wicklow.
Providence.	East Daren.	

PROGRESSIVE MINES APPROACHING A DIVIDEND CONDITION, THE SHARES IN WHICH ARE GENERALLY SELLING AT A DISCOUNT ON CAPITAL PAID-UP.

Calvadnack.	Laxey.	Wh. Kitty (St. Agnes).
Cook's Kitchen.	North Roskear.	Wheal Kitty (Lelant).
Calstock Consols.	Polberro.	Wheal Seton.
Condurrow.	Rosewarne United.	Wheal Wrey.
East Falmouth.	United Mines.	East Basset.
Exmouth.	Wendron Consols.	East Tolgus.
Fowey Consols.	West Damsel.	Great Wheal Fortune.
Great Work.	West Fowey.	Mill Pool.
Hinston Down.	Wheal Charlotte.	Tolvadden.
Holyford.	Wheal Jane.	

YOUNG MINES IN WELL SELECTED PIECES OF GROUND, EXHIBITING INDICATIONS OF MINERAL WEALTH, THE SHARES IN WHICH ARE SELLING AT A MODERATE PRICE.

Clijah and Wentworth.	Wheal Uny.	Kelly Bray.
Copper Hill.	Pedn-an-drea.	North Frances.
East Buller.	Wheal Glynn.	North Minera.
Penstruthal.	Great Wheal Alfred.	East Carn Brea.
Stray Park.	West Stray Park.	East Wheal Russell.
Trebarvah.	South Carn Brea.	North Robert.
West Alfred Consols.	Wheal Unity.	Wheal Grenville.
West Frances.	Lelant Consols.	Wheal Harriett.
Wheal Agar.	Bell and Lanarth.	Wheal Ludcott.
Wheal Margery.	Boiling Well.	

In the press, and will shortly be published, 24 pp. fcp. 8vo., "Mining for Metallic Ores a Legitimate and Profitable Channel for Investment," by John Robert Pike, who will forward it gratis on application, either personally or by letter.

London, September 18, 1858.

MR. H. HUXHAM, COLLIERY VIEWER AND MINING ENGINEER, UNDERTAKES the SURVEYING, VALUING, or AGENCY of MINERAL PROPERTY, the WINNING, WORKING, or VIEWING of COLLIERIES, &c., on moderate terms; and begs to assure those who may favour him with their commands that all business entrusted to his charge shall receive prompt attention, and be executed with the utmost fidelity and care. References and testimonials of the highest character.

Mr. H. Huxham has room for TWO ADDITIONAL ARTICLED PUPILS, who would have an excellent opportunity of attaining a thorough knowledge of practical and theoretical mining engineering.—Cwm Rhondda, Pont-y-pridd.

ROBERT MUSHET'S CAST-STEEL, in ordinary sizes, suited for all ENGINEERING and MINING PURPOSES, will be 3½d. per lb. in future, as it is quite impossible to meet the present demand at 3d. per lb. Terms, nett cash on receipt of invoice. Messrs. John Climas and Son, of Camborne, are now appointed sole agents for the sale of R. Mushet's steel in Devon and Cornwall.—Apply to Robt. Mushet Coleford, near Gloucester.

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HENRY CORT.—MEZZOTINTO ENGRAVING of the LATE HENRY CORT, the FATHER of the BRITISH IRON TRADE, and Tubal Cain of our country (see *Times*, July 29, 1856), by an eminent artist, from the ONLY PORTRAIT in EXISTENCE. Published by Mr. Richard Cort, at the *Mining Journal* office, 26, Fleet-street, in AID of the SUPPORT of HIMSELF and SISTERS, for INVENTIONS which are now SAVING MORE than the WHOLE REVENUE of the BRITISH NATION ANNUALLY. Artist's proofs, £1; proofs, 5s.; and prints, 1s. 6d. each. Dedicated to the Iron Trade of Great Britain.

EAST WHEAL RUSSELL. NORTH WHEAL ROBERT. | WEST PAR CONSOLS. WHEAL EDWARD.

MR. MURCHISON'S REVIEW OF BRITISH MINING FOR THE QUARTER ENDING 30TH JUNE is NOW READY, and contains (besides the usual Particulars of the Principal Mines, Dividends Paid, &c.) FULL REPORTS on the above MINES, just made by Capt. Chas. Thomas, of Doicoath; also, a PLAN of the UNDERGROUND WORKINGS of NORTH WHEAL ROBERT.

GREAT WHEAL ALFRED.

The REVIEW also contains a FULL REPORT on this MINE, by Capt. Pope, of Basset, with a PLAN of the UNDERGROUND WORKINGS.

To be obtained at 117, Bishopsgate-street Within, London. Price 1s.

TOLVADDEN MINE.—A SPECIAL REPORT on this MINE, just made by Capt. Pascoe, of South Wheal Frances, APPEARS in Mr. MURCHISON'S REVIEW FOR 30TH JUNE; also, a FULL ACCOUNT of VALE OF TOWY MINE, with a PLAN of the UNDERGROUND WORKINGS.

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1 Pair Fish Carvers, best quality.	1 0 0	1 10 0	1 14 0	1 18 0
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Meetings of Mining Companies.

GREAT WHEAL VOR UNITED MINING COMPANY.

The quarterly general meeting of shareholders was held at the offices of the company, Gresham House, on Wednesday,—Mr. GEORGE NOAKES in the chair.

Mr. ALISON (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

The CHAIRMAN said he would read the report of the committee. He was sorry to see so small an attendance, but it must be accounted for by the season. He (the Chairman) was anxious at all times to give every shareholder personally all the information in his power.—The following report was then read:—

The committee have great satisfaction in announcing to the meeting that the mines are completely drained to the bottom, notice of which was forwarded to the shareholders from the mines on the day in which Bounder shaft was drained to the pool. It is a source of no small congratulation to find that there is a good course of tin reported in the bottom stopes, and what may be deemed very satisfactory. Tributers are now breaking tinstuff in the stopes, and the skips from the 273 are at work drawing it to surface. During the last four months between 60 and 70 men have been working at Bounder shaft night and day: pare above pare pushing down the skip-roads with all possible dispatch, so as to be ready, as soon as the water was in fork, to take the stopes available to relieve cost.

Since the last general meeting some accidents have occurred which impeded the drainage and increased cost. Notwithstanding this, the excess of expenditure has gradually diminished, although the returns have remained about the same. It is due to the present management at the mines to state that these accidents arose chiefly from the faulty arrangement in the underground works. The managing captain had to take them as he found them, using the best means that could be devised to obviate the difficulties. A searching committee of enquiry on the mines entirely exonerate him, a record of which is in the archives of the company.

The committee beg to assure the shareholders that Capt. Gill continues to possess their entire confidence. He has co-operated most effectively with the managing director in all that can promote economy with efficiency. The wood-rods now lie ready to replace the iron ones; but the mine being now in fork, and the iron ones in a measure relieved, it is probable the wood-rods may not be required at present. In the meanwhile further measures of relief are now in operation. During the last three months men have been cutting ground to fix a balance-bob in the 180, and the shaft is in course of being cut down from the 248 to fix a plunger in the 273, at Bounder, and a plunger is now in course of fixing in the 236, at Borlase's; so that the rods will be subject to considerably less strain.

Bounder whim-cage has been enlarged with new segments, sufficient to contain rope enough to reach to the bottom.

A work of some importance, and considerable utility, has been effected by clearing the 248 from Bounder to Treiawny, and to the 236, at Borlase's, whereby, in case of the stoppage of Borlase engine, the water can be carried by launders without running into Bounder.

Wheal Metal has produced some extraordinary rich work since the last general meeting. In a winze going down below the 110 the produce of several tons contained over two-thirds of black tin. This mine promises to be rich in the deeper levels, though at present the returns have diminished. The engine-power now in use being ineffectual to work the mine to a greater depth, it has been determined, after mature deliberation, to erect an engine at Ivey shaft. The committee have the satisfaction to state that they have been enabled to purchase an 80-in. engine from the Gwallon Mining Company on favourable terms. It was carefully inspected by Mr. Loam and his son, and pronounced to be of great strength and superior workmanship. It was manufactured partly by Messrs. Harvey and Co. and partly by the Copper House Company, at Hayle. It has never been used, and consequently is a new engine. The cost of the engine and two boilers is stated to have been 4400*l.* Your committee have purchased the engine, boilers, capstans, shears, timber, and all materials on the mine for 2512*l.* 10s., payable in six, nine, and twelve months. Estimates are in hand for the immediate erection of this engine.

The drainage being now accomplished, and the skips nearly carried to the bottom of Bounder, the committee confidently hope that by the close of the year the mine will be in good course of working. They trust that the shareholders will participate with them in their confidence of ultimate success.

With respect to the Sithney Wheal Buller matter, your committee beg to call your attention to a payment of 123*l.* 15*s.* charged in the accounts. This was a payment made under protest, and to prevent the works being stopped pending a decision on the matter at present in dispute. With respect to this, your committee beg to say that communications have taken place between the parties, and are still going on; and, by consent on both sides, any legal proceedings stand over for the present without prejudice, to see if any arrangement in the dispute is practicable without having recourse to the courts of law.

The shares against which petitions were filed in the Stannaries Court for arrears of calls have been sold, and the proceeds, less costs, have been received. The committee may, with satisfaction, call the attention of the shareholders to the continued improvement of the financial position of the company.

Since the publication of the supplemental account, on the 6th instant, the following amount of calls has been received, including proceeds of sale of shares in Stannaries Court, 1004*l.* 12*s.* 10*d.* The actual account, as it stands this day, is—

Outstanding liabilities of every kind (not including the } Gwallon engine, but including Aug. cost, 412*l.* 6*s.* 8*d.*)		£12,226 10 9
Balance in hand, cash and bills	£2108 11 0	
Arrears of calls now due, fourth call	1897 15 0	
Previous call	644 10 0	
September tin sale (say)	3000 0 0	= £ 7,650 16 0
Leaving balance against the mine		£4,575 14 9

The reports of Capt. Gill (the chief captain) and Mr. Parry (the inspecting auditor) were next read, as follows:—

Sept. 13.—Wheal Metal: The lode in the engine-shaft is 1½ ft. wide, and producing stones of tin ore; the lode is very much improved within the last 3 feet in sinking. The lode in the 110, west of the engine-shaft, is disordered by a slide, and poor for tin. The winze sinking below the 110, west of the engine-shaft, on Metal lode, is 1½ foot wide, but poor for mineral. The rise in the back of the 110, west of the engine-shaft, on Metal lode, is 2 ft. wide, and worth 60*l.* per fm. The 100, driving west of the engine-shaft, on Metal lode, is 2 ft. wide, very wet, yielding good stones of tin ore, and looks very promising to improve shortly. The 90, driving west of the engine-shaft, on Metal lode, is 1 ft. wide, and producing occasional stones of tin. The 70, driving west of the engine-shaft, on Metal lode, is 6 in. wide, and producing occasional stones of tin ore, but poor. The 90, driving west of the engine-shaft, on Schneider's lode, is 1½ ft. wide, but poor for tin. The 50, driving west of John's shaft, on Schneider's lode, is 4 ft. wide, producing good stones of tin ore. A winze sinking below the 90, west of the engine-shaft, on Schneider's lode, is 2 ft. wide, and worth 12*l.* per fm. The lode in Teague's shaft, sinking below the 40, is about 1½ ft. wide, but poor for tin ore. The cross-cut driving north at the 70, west of the engine-shaft, still shows indications of the lode being farther north. The end is become much wetter than it has been for some time.—Old Mine: The 40, driving west of Sand Bank shaft, on Trueman's lode, is 3 ft. wide, and yielding good stones of tin ore. The 52 driving west of Sand Bank shaft, on Trueman's lode, is small, but producing good stones of tin ore. The stopes in the bottom of the 40, west of Sand Bank shaft, on Trueman's lode, is 2 ft. wide, and yielding some very good tin ore. We have had no alteration for the last month in the 115 cross-cut, driving north of Woolfe's shaft to intersect Trueman's lode. The 236, driving east of Borlase's engine-shaft, on the main lode, which is very large and wet, produces occasional stones of tin ore; we expect the best part of the lode is still further south. In the 248, east of Bounder shaft, we are cross-cutting the lode, which is very hard and wet, and yielding good stones of tin ore. We are drawing with the two skips from the 273, and we expect to complete the road for drawing from the 284 by the middle of next month. We have two timber men and other labourers clearing and securing the stopes below the 264, for the purpose of bringing them in course of operation as soon as possible. We expect to increase out returns shortly. I am unable to value the stopes at present, the mine not being cleared out to bottom. All the machinery is working well.—T. GILL.

Sept. 13.—The cost-sheets and merchants' bills for April, May, and June, show a balance of loss on the workings amounting to 1928*l.* 16*s.* 8*d.* The total costs amount to 12,083*l.* 14*s.* 7*d.*, and the returns to 10,154*l.* 17*s.* 10*d.* Let us examine these accounts in a mining manner, and see where this loss arises. The tributers' average on the tin raised is low, they are paid at a standard of 55*l.*, the tin bringing 69*l.* The average tribute for April was 8*s.* 1*d.*; May, 6*s.* 4*d.*; and June, 7*s.* 2*d.* Looking at the standard, this would be 6*s.* 5*d.*, 5*s.*, and 5*s.* 8*d.*; these are low rates, indicating profit. To show distinctly the monthly results, a statement of accounts accompanies this paper, which gives to April a debtor balance of 5297. 16*s.* 5*d.*; May ditto, 1207*l.* 9*s.* 10*d.*; and June ditto, 191*l.* 10*s.* 5*d.*; debtor balance on the quarter, 1928*l.* 16*s.* 8*d.* I have gone through every item of labour charge and merchants' bills, and find a considerable portion of this outlay is separate and distinct from the regular tut work and tribute labour. The cutting down of Bounder's shaft and making a skip-road, with work belonging thereto, take in the three months 877*l.* 2*s.*; pitch pine for wood rods, &c., consumes 705*l.* 2*s.* 8*d.*; and machinery, 374*l.* 0*s.* 3*d.*: total, 1956*l.* 4*s.* 11*d.* In looking at profit and loss which lodes may give, it is obvious that the items named belong to capital account, and not to current working charges. Hence the working of the Midsummer quarter has paid its own current cost, with progressive drainage charge included, and that sum which appears loss is in point of fact outlay for labour and materials not connected with the Midsummer quarter current working charges. Those parts of the mines to work which the company was formed have not yet been reached, and this balance of 1928*l.* 16*s.* 8*d.* is an expenditure exclusively devoted to the bringing of such unopened points into a working and productive state—the great run of tin ground in the bottoms of the old Wheal Vor. The nature of my duties compels me to examine into every charge, with the why and wherefore belonging to it. While so engaged I cannot avoid noticing the manner in which work is projected and carried out. With the experience of a third of a century in mining management, I never witnessed more zeal, intelligence, and untiring industry than that shown by Capt. Gill in his management of this great and valuable property; and I may correctly add that one and all are animated in their different labours by that zealous, devoted spirit in the discharge of duties which merits success, and is well worthy of great confidence.—CHARLES PARRY.

A statement of accounts was exhibited, which showed—Cash at bankers, 635*l.* 19*s.* 1*d.*; bills receivable, &c., 1384*l.* 1*s.* 4*d.*; and in the estimated account of liabilities and assets the balance against the mines was 2721*l.* 0*s.* 8*d.*

The CHAIRMAN said the reports, with the statement of accounts, together with the cost-sheets, showed the present state and prospective views of their affairs. In the work that had been carried out the committee had endeavoured to do their duty, and to conduct the operations with the same care as if the property had been their own; and as to zeal and assiduity, he hoped they would not be found wanting, as the error would only be in judgment, and if they were deficient upon that head they could only give all the talents they possessed. Those who attended these meetings could have no idea of the troubles in carrying on a concern of such vast magnitude. In mining it was sunshine to-day and clouds to-morrow; but as, under Divine Providence, abundant harvests were got in, notwithstanding the vicissitudes of the seasons, he hoped they, persevering through every difficulty, would yet reap a rich harvest. He wished particularly to call their attention to what had been stated, that the cost had been reduced at the sacrifice of the development of the mine. If they examined the cost-sheet for the last three months, they would find that the development had been carried on in an equal ratio, and, at the same time, an immense amount of dead work had been done; 344 fathoms of ground had been driven and sunk during the last six months, added to that they had extra work at surface. He (the Chairman) did not wish to be invidious, nor to speak for the committee, but for those who had the management. He told them at the last meeting they should have a perfect supervision of the materials, and how the money was laid out, and under the present management there was not a pound of nails that could not be accounted for, and where they were used. The Chairman exhibited a stone of ore that had been brought up from the 284 fathom level, which he stated had created a great interest in the neighbourhood of the mines, because it was known to be a stone of the Old Great Wheal Vor. He (the Chairman) would not compromise himself by saying how soon they would have a balance in favour of the mine, but he hoped by the end of the year to be in full working order. To prove the value of the winze in Wheal Metal, he had 4 tons 7 cwts. of tin ore assayed, which produced over two-thirds of black tin, and, before publishing the report which had been alluded to, he submitted it to the chief captain, who agreed with its correctness; but on proceeding a little deeper the ore in the winze fell off, an uncertainty they were always liable to in mining.

Mr. NEALE wished to know what caused the increase in the July and August cost?

The CHAIRMAN replied that it was increased by the strapping-plates for the wood rods, which was a very heavy item.

Mr. NEALE enquired how much rich ground they had in the 110?

The CHAIRMAN said about 4 fms. of very rich ground.

Mr. NEALE suggested that in future they had better include in the report the quantity of ground opened, which would be an answer as to how they were developing the mines.

Mr. RAWLINSON considered it would be very satisfactory to publish it, because it would show really what had been done.

The CHAIRMAN said Capt. Gill was present, and if any shareholder had any questions to ask him he was sure he would give them all the information in his power.

Mr. NEALE wished to know in what state Capt. Gill found the bottom of the mine?

Capt. GILL said when they had drained the water they found the mine in a much better state than they expected, and in three or four months he hoped they would get in full working order. They had put in a plunger-lift at the 236, and he did not think they were so liable to the same kind of accident.

Mr. RAWLINGS believed the object in having the wooden rods was in case of necessity. They would go on as long as possible with the iron rods.

Capt. GILL: Yes. And the rods had been greatly relieved by the balance-bob, and it might take about ten days or a fortnight before they got the balance-bob in the 180.

The report and accounts were then received and adopted.

Mr. ALISON, in answer to a question, said there were 3000 shares held in France and Germany, and out of that number about 600 or 700 shares were in arrear of call.

The CHAIRMAN said the next business was the election of the committee.

Mr. JENNINGS proposed the re-election of the committee, with the addition of Mr. Rawlinson, of Chipping, Oxon, in the room of Mr. Quick, who had resigned.

After some discussion the resolution was carried, with the understanding that Mr. Lindow should be substituted for Mr. Rawlinson, in the event of that gentleman being unable to act.

Mr. COLE COLE proposed that Mr. George Noakes be re-elected managing director. He observed that he should be wanting in his duty if he did not state that, during the period he was attached to the committee, he had seen such zeal and assiduity on the part of Mr. Noakes that gave him confidence in ultimate success. They had a gentleman at the head who allowed nothing to pass without examination, and pays the greatest attention to the economical working of the mine. As they were about to lose Mr. Alison, he should also propose that Mr. Noakes should act as purser of the mines.

Mr. JENNINGS seconded the resolution, which was carried unanimously.

Mr. COLE COLE said Mr. Alison left them solely through carrying out the recommendation of the committee of investigation, that the London expenses should be revised. In parting with him they were parting with a gentleman of the strictest integrity, who at all times conducted himself in the most gentlemanly manner to every shareholder. He was sure every member of the committee would agree with his observations, and he trusted he should always feel for Mr. Alison that regard he was so fully entitled to.

The CHAIRMAN said there was no expression that had fallen from Mr. Cole's lips, respecting Mr. Alison, in which he did not concur, and they had no alternative but to act as they had done to reduce the expenditure.

Mr. GOODERIDGE stated, that upon examination of the accounts he found the present committee had saved about 23,000*l.* a year, and if the new management had been brought to bear three or four years ago, instead of paying calls they would have had about 60,000*l.* or 70,000*l.* on the other side of the accounts.

Mr. JENNINGS moved that the sum of fifty guineas be allowed to the committee, which was seconded and carried unanimously.—A resolution was also passed directing the committee to take proceedings against shareholders in arrear of call.

Mr. Montes was re-elected auditor, and a vote of thanks to the Chairman terminated the proceedings.

BRAZILIAN LAND AND MINING COMPANY.

The first general meeting of proprietors was held at the offices of the company, Throgmorton-street, on Monday,—Mr. ROBERT SHEPPARD in the chair.

Mr. PENNYCOOK BROWN (the secretary) read the notice convening the meeting.

The CHAIRMAN read the report of the directors, from which the following is condensed:

The Brazilian Land and Mining Company was formed for the purpose of purchasing and developing properties in Brazil, and particularly with the view (could it be effected upon advantageous terms) of purchasing the properties of the National Brazilian Mining Association, in which the shareholders of this company are all more or less interested. This object your directors have kept steadily in view during the past year, but no opportunity has yet occurred of effecting such a purchase. Finding that a portion of the funds of this company could be advantageously applied at interest for the preservation of those properties, your directors have made advances out of the capital of the company to the receiver and manager of the National Brazilian Mining Association, bearing interest at the rate of 5 per cent. per annum, and which sums so advanced are repayable out of the first proceeds of the estates which come to hand. In addition to this your directors have also taken up the mortgages of the above property to the extent of 4643*l.* 8*s.* 8*d.*, and powers of attorney have been forwarded to Rio de Janeiro, for the purpose of effecting the local registry of the transfer in Brazil. Out of the 10,000 shares of which the capital of the company is at present composed, 7481 have already had the call of 1*l.* per share paid upon them, the remaining 4*l.* per share being represented by a corresponding number of shares in the National Brazilian Mining Association, which have been deposited with your directors. The remaining 2519 shares have not yet been paid upon or allotted.

A statement of accounts was exhibited, from which the subjoined is abstracted:—

Capital, 1*l.* paid upon 7481 shares	£7481 0 0		
Interest on loans	192 9 1		
Discount	13 0 0	= £7686	9 1
Loan to J. P. Brown	£3334 5 5		
Loans on security	1900 0 0		
Office and law expenses	397 5 6		
Cash paid on account of mortgage	2042 19 4	= 7674	10 3
Cash at bankers		£ 11	18 10

The CHAIRMAN, in moving the adoption of the report, said it so fully explained the state of their affairs, that he need not detain them long. They had been unable to complete the purchase of the property of the National Brazilian Association, in consequence of the claims of the creditors still remaining unsettled, and until the whole of them were cleared up they could only take possession as mortgagees. Had the money stated in the accounts not been advanced to the manager, the property would have been annihilated. Out of the 10,000 shares, 7481 had been taken up, and upon the 2519 unpaid they would ask for a resolution to empower the directors to do as they might think fit for the benefit of the company, although they did not mean to be harsh, and forfeit those belonging to parties unable to pay. They had sent out a proper power of attorney to have the property transferred and registered in their name, and before the bill became due they would have it in their own hands, as original mortgagees, and no creditors could come in with a prior claim, as the official manager under the order of the Court of Chancery was bound to pay them first.

A SHAREHOLDER wished to know whether they were in funds to meet the bill?

The CHAIRMAN replied it would be seen by the accounts they had ample for that purpose.—The report and accounts were then received and adopted. A resolution was also passed that the directors be empowered to deal with those shares upon which the 1*l.* was in arrear for the general interest of the company. The Chairman and Mr. Deputy Corney were re-elected directors, and Mr. Bull auditor.

A vote of thanks to the Chairman terminated the proceedings.

WEST WHEAL GRENVILLE MINING COMPANY.

A meeting of shareholders was held at the offices of the company, Crown-court, Threadneedle-street, yesterday, Mr. F. PETOR in the chair.

Mr. THOS. FIELD, jun. (the secretary), read the notice convening the meeting, and the minutes of the last, which were confirmed. The following report was then read:—

Sept. 15.—The new shaft is now down 17 fms. from surface, and would have been holed to the rise over adit ere this, but for the ground getting harder than we had calculated on, and in the meantime the rise got so very wet, which, coupled with bad air, obliged us to suspend it. We are, however, progressing favourably with the shaft, and hope we shall not be many weeks getting it through. We have opened in the adit on Field's lode about 25 fms., through a very kindly lode, varying in value from 3*l.* to 20*l.* per fm.; we have now broken about 7 tons of pretty good copper ore. When the shaft is holed and cut down to adit we shall have a good back to stope, and pitwork on the mine sufficient to put us 20 fms. below the present bottom, which we are of opinion can be done cheap, and without the aid of steam power. In the meantime we would beg to observe that we consider this lode well deserving of an effectual trial by steam power.—J. VIVIAN, S. BERRYMAN.

A statement of accounts was exhibited, from which the following is condensed:—

Balance last audit	£ 5 5 1		
Call of 1*s.*	300 0 0	= £305	5 1
June cost	£ 53 15 2		
July „	72 8 9		
Aug. „	91 19 3		
Sundries	0 12 1		
Merchants' bills	64 0 1	= 282	15 4
Balance in favour of adventurers		£ 22	9 9

The CHAIRMAN said it was very satisfactory to know that upon the lode opened they had 25 fms. of good ore, and in such a district there could be no question as to the result. The report stated that without the addition of steam-machinery they could sink 20 fms. deeper, and there was very little doubt but that large quantities of ore could be brought to market within, comparatively speaking, a short period. The lode had all the characteristics of and much resembled the lode in West Basset, and the ore was very similar in its properties, the gossan being extremely rich, and of a promising character.

Mr. TREDINNICK said the average was above 1 ton of ore per fm., worth 7*l.*

The CHAIRMAN said Messrs. Taylor had purchased a large interest, and it was very desirous they should have the management. He (the Chairman) was the largest holder, and as far as he was concerned he had not the slightest objection, but it was for the meeting to decide whether Messrs. Taylor and Sons should have the management. As regarded the accounts, nothing could be an improvement upon the manner in which they had been kept by Mr. Field, jun.

Mr. TREDINNICK said it was really a matter of commercial policy. A resolution had better be proposed that Messrs. Taylor had been consulted, and were willing to accept the management. The report and accounts were then unanimously adopted.

Mr. THOMAS FIELD, jun., then tendered his resignation as secretary of the mine, upon which it was resolved that the same be accepted, and that the thanks of the meeting, together with the sum of 25 guineas, be presented to him in recognition of past services.

The CHAIRMAN complimented Mr. Field, jun., upon the manner in which the books had been kept during the time he had the charge of them. When they were brought into his office they were in such a state that they could not really afford to pay a proper sum to put them right.

Mr. TREDINNICK seconded the resolution, which was unanimously adopted.

Mr. FIELD, jun., was much obliged to them for such a substantial mark of their approbation of his conduct. The books were certainly in a bad state when brought to him, but it would always be a satisfaction to know that the adventurers were pleased with the position he had brought them into.

The CHAIRMAN said the next question was the appointment of the Messrs. Taylor. He would move that Messrs. John Taylor and Sons be appointed the managers of the mine, and that Mr. Thomas Field, jun., be requested to hand over all books, papers, and documents to them.

Mr. FIELD seconded the resolution, which was carried unanimously.

The CHAIRMAN said, as the Messrs. Taylor would have no agents except those appointed by themselves, he should move that Mr. Thos. Field, jun., write the purser and

agents informing them that their services will not be required beyond the end of the present month, except they are reappointed by Messrs. Taylor and Sons. The resolution was seconded and carried unanimously. It was also agreed that the question of erecting a steam-engine be deferred until the next meeting.—A vote of thanks to the Chairman terminated the proceedings.

NANTEOS AND PENRHIW CONSOLIDATED MINING CO.

A meeting of shareholders was held at the offices of the company, Bishopsgate, on Wednesday, Mr. J. W. WILLIAMSON in the chair.

Mr. MUNCHISON read the notice convening the meeting, and the report, from which the following is condensed:—

I have lately visited these mines twice, and in the second instance accompanied by one of the directors and Capt. Joseph Richards, the latter of whom spent several days in thoroughly inspecting the property underground and at surface. By the accounts presented on March 1 last the profit on the three months' working was 191*l.* 15s. 4d., while on May 31 the assets were fully equal to the liabilities, and the loss on the three months' working was only 163*l.* 18s. 2d., though one month's returns had been lost from the frost. From the beginning of June till about ten days ago the weather has been unusually dry, and, in consequence, it was impossible to keep the mine dry to the bottom and to haul and screen the ores. In the quarter only about 23 tons of lead ore were sold, for about 260*l.*, although upwards of 50 tons or more were broken, and partly dressed. Had the workings not been unavoidably interrupted the shaft would probably by this time have been at 50 fms. under the adit, and levels driven at that depth, while the other levels under the adit would have been extended, and have laid open more ore ground. It will be remembered that some time ago it was proposed to divide off Eystumtean, and work it as a separate concern, on the ground that it was believed to be a valuable mine, but would require capital to develope it, and provide distinct dressing-floors and machinery in the Rheidol Valley. It is again recommended to carry out the same objects, but in connection with the present company. Capt. Richards estimates the costs of the alterations at 1650*l.*, but this includes 600*l.* for laying open 100 fms. of ground at Eystumtean; the discoveries made in which, he believes, will considerably assist in meeting the costs.

The report of Capts. T. Paul and H. Boundy stated that there were pumps enough on the mine to reach the 40, and sufficient timber for the casing and dividing the shaft to the 30. The estimate of the cost of erecting machinery in the Rheidol Valley, for dressing the ore from Nanteos and Penrhiw, as well as from Eystumtean, and of opening ground in Eystumtean until the machinery was completed, was 1197*l.*, which would be required at the rate of about 200*l.* per month.

Capt. J. Roach also reports that at Ruse's level the lode was large and promising; he had always a good opinion of this part of the mine, and fully believed the development of the lode would prove remunerative to the shareholders. There was a substantial railroad laid in the level for the discharge of ore and rubbish. From the Rheidol Valley to Aberystwith there appears to be a good road, which will effect a saving of carriage, perhaps 3s. per ton on ores. From the mouth of the mine to the river the distance is about 100 fms., on which an inclined plane must be erected, for the purpose of conveying the ore to the crusher and dressing-floors.

The CHAIRMAN was glad to find that more than half the shares were represented at the present meeting, as they would have to decide whether it was desirous that the new works proposed should be carried on as speedily as possible.

The following resolution was then unanimously passed:—"That this meeting is of opinion that the recommendations made for developing the Eystumtean Mine, and for laying out dressing-floors and machinery in the Rheidol Valley, for the purposes of all the mines, should be carried out forthwith, and as speedily as possible. That a call of 6s. per share be made, payable 3s. on Sept. 30, and 3s. on Nov. 1; discount of 2½ per cent. to be allowed on each instalment if paid on or before the day on which it is due."

A vote of thanks to the Chairman terminated the proceedings.

ESSAY ON COAL, BY AN OXFORD EXAMINATION CANDIDATE.—The following paper on "Coal" was delivered in by one of the candidates to the examiners at Cheltenham:—"Coal is a black mineral. The way they produce it is this:—First they dig a large pit in the earth. Then they cut down a quantity of timber, and put it in the pit, and cover the whole with peat. Then they burn the timber. After it has been burnt once it becomes charcoal, and out of the charcoal they make oxygen gas, with which we light our streets and houses."—*Staffordshire Advertiser.*

IMPROVEMENTS IN THE STEAM ENGINE—CRADDOCK'S BOILER.

In our Journal for Aug. 21 we gave three diagrams and descriptions illustrative of Mr. CRADDOCK's last improvements in the steam-boiler, and we there referred to the numerous modifications he had submitted to us. We now present our readers with one of these modifications, illustrating one of his longitudinal arrangements for marine and general purposes, and at a future time we propose giving another modification; our readers will then be able fully to comprehend the accuracy of our remarks, and perceive the obvious adaptability of these boilers for all purposes.

In the arrangement shown in Figs. 1 and 2, the same letters are, as far as possible, made to indicate the same parts as before; so that A A represent the top and bottom chambers; B B, the tubes containing water; C, the grate and fire-box; D, the flue into which the products of combustion first pass from the fire-box, they afterwards passing, as indicated by the arrows, out of the interior flue, D, through under the ash-pits, I I, to the external flue E, which leads to the chimney as before. The steam-chest and chimney are not shown in this case, as the former instance is sufficiently illustrative for all the modifications upon that point. H H, are the feet or support on which the boiler rests; there is, as will be seen in the plan, one at each end of the boiler; the bottom plate of the top and bottom chambers, A A, is slightly elongated beyond the closed ends of the chambers, to admit of the feet, H H, being bolted to it; also, by such means the boilers can be stayed at top and bottom to any part of the vessel. If desirable, the framework for the fire and ash-pit doorways can be obtained from the same points, and at the same time be made to act as stays for holding the top and bottom chambers together; but for this last purpose the tubes are amply sufficient. In this arrangement at R and S, it is seen that the space between the tubes above the fire-doors is filled up by hollow brick attached to cast-iron, but this mode is not one that is preferred by the inventor; it is shown, however, as one that can be adopted by those who prefer it. But the inventor prefers forming the fire and ash-pit doorways by tubes having water in them, as seen in our first view, and as will be further illustrated in our next notice.

Fig. 1 is a sectional elevation, and Fig. 2 a plan taken at the several points seen in Fig. 1, as L, M, N, O. In Fig. 1 is seen ten tubes, six of which are in section, and the remaining four, at the back of them, are in elevation; these ten tubes are all ferruled through one hole. On looking at the elevation and plan, it will be seen that eight of these tubes are so arranged that they work in so as to form the four walls of tubes seen in the first portion of the plan, as enclosing the fire-grate, and forming the fire-box; the other two tubes are seen as in the middle of the fire, it acting on both sides of them. In the same way as these ten tubes, which are seen in the elevation are disposed of, so are the 136 tubes arranged, which are contained in a boiler of but little above 6 feet square in its largest part, and of any height it is found desirable to make it, as the height depends upons the length of the tubes before they are bent. In this case the tubes are 8 feet long, and the boiler a little above 10 feet high. There is 800 square feet of heat-absorbing surface in such a boiler, and nearly 30 square feet of fire-grate surface.

The plan Fig. 2 is made to illustrate the position of the tubes at the various points indicated by L, M, N, O. The plan taken at L shows the fire-grate in full view and the tubes all in range, as they form the walls of the boiler at that point. The next variation in the plan gives a view at M, and shows the boiler just above the fire-door, the hollow brick, R, between the tubes in the front of the boiler are represented at this point. The hollow bricks, S, at the back of the boiler are shown by the plan being taken at N; at N it is seen that the interior flue, D, is at its widest part, whilst the spaces occupied by hollow bricks at the ends of the fire-box have their widest part at M. On looking to the plan, it will be seen that to the cast-iron are cast parts partly encircling the tubes, having also projecting pieces which take into a groove formed in the hollow brick. These cast pieces sliding up the tubes from the wider ends, as above described, are thus held in their positions by the tubes, and the hollow bricks are held by the projecting pieces of cast-iron, as described. The plan taken at O shows the way in which the tubes of the two inner walls of the fire-box separate so as to allow the products of combustion freely to pass into the interior flue D, and they have the same free passage under the ash-pit into the outer flue, E, by the separating of the tubes at that point also, the arrows clearly indicating the direction the gases take; the flue, E, surrounds the boiler, as seen in the plan, Fig. 2. The fire-grate is, of course, the whole length of the boiler, but it is partly hidden by the tubes at the various points at which the plan is taken, except at L. These boilers can have fire and ash-pit doors at each end, so as to fire from one or both ends, according as the length of the boiler, or other considerations, render desirable. If fired from both ends, and the boiler be 12 ft. long, we have a boiler of from 150 to 200 horse-power, according as the steam is used more or less expensively; and even for this great power for such small and light boilers there are 30 to 35 square ft. of heat-absorbing surface for each cubic ft. of water required to be evaporated per hour, with an aggregate amount of grate surface equal to about 60 square feet; the aggregate of heat-absorbing surface in such boiler being between 1600 and 1700 square feet. With these facts, and the judicious manner in which every consideration calculated to impart as much as possible of the heat produced by combustion to the water, and to retain it, are embodied in these boilers, as illustrated above, it is pretty obvious how the inventor obtains the evaporation of 12½ lbs. of water per 1 lb. of coal, as stated by him in the *Engineer*.

It is worthy of note that in this boiler the hot gases, when they leave the fire-box, pass into an interior flue, and are thereby so far cooled down before they come to the outside of the boiler, or act upon the casing of it, as to leave them but little hotter than the steam itself; so that was it not that the hollow brick attached to sheet-iron is the best possible means of retaining the heat, a mere sheet-iron casing would be sufficient. But for marine purposes and long voyages every ton of hollow bricks so used will save 10 tons of coal, thereby not merely saving the cost of the coal, but also still further diminishing by so much the unprofitable freightage, and adding it to the profitable. It is in this way, as the inventor has incessantly pressed upon the attention of all parties, that these inventions are of incalculable value for marine purposes, and the parties whose interest would be most advanced by them are the marine steam companies. Had the proprietors of the *Great Eastern* spent a tithe of the money in applying these inventions to the diminution of coal, and the bulk and weight of engines and boilers for a given power, that they have in building a great ship, in the hope of neutralising the extravagances of the present mode of employing steam-power in steam-vessels, they would have realised hundreds of thousands of pounds sterling, and evaded their present position.

SECOND MODIFICATION.

Fig. 1.

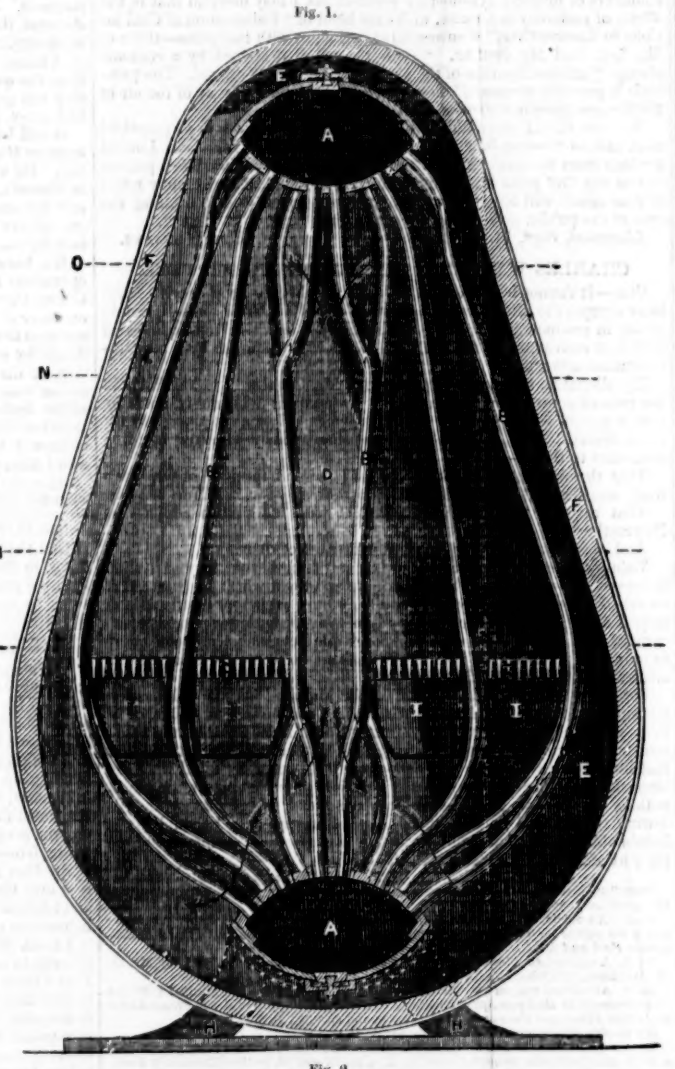
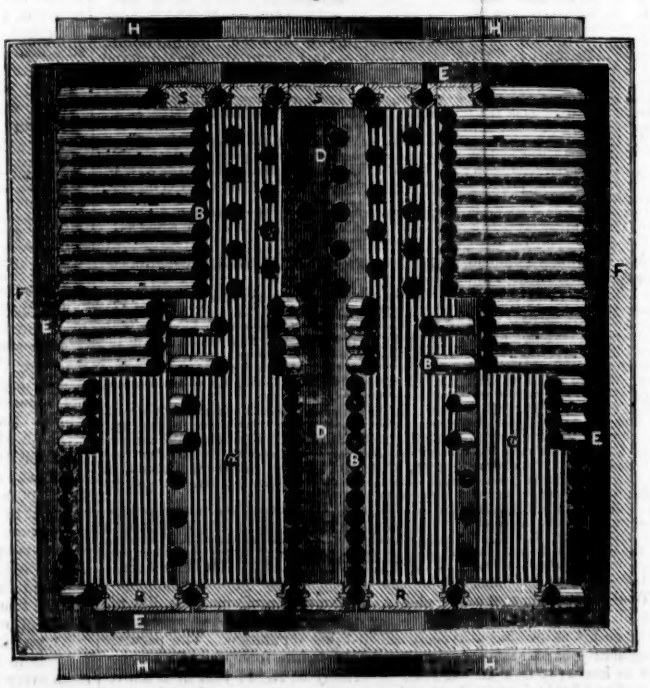


Fig. 2.



Original Correspondence.

MANUFACTURE OF STEEL.

SIR,—Your correspondent "A. J. S.," dating Truro, Aug. 24, does me more than justice; for, so far from my having only a few short months in which to perfect my ideas, I had had as many years' experience as Mr. Bessemer had had months, in following out the details of steel-making on the scale of manufacture. I had been for many years attempting to devise a means of liquefying malleable iron in large masses, well knowing that if that could be effected, cast-steel could be then produced at the same cost as bar-iron. Mr. Bessemer's talent and observation achieved that which my experience and perseverance had failed to discover, and he became the patentee of the greatest metallurgical invention which has ever appeared. When he read his paper at Cheltenham, I foresaw the weak point in his process; and within ten days I had communicated the remedy to the man who subsequently offered Mr. Bessemer 25,000*l.* for his unfinished process. Mr. Bessemer has never, I believe, availed himself of my improvements upon his process, and without it he could not succeed; but this does not detract from his merits as the inventor of the air-purifying process, without which my process is of no value whatever. These processes united constitute the greatest step in metallurgy which has ever been taken, excepting only Mr. Cort's invention of grooved rollers.

We are told that the French Government are about to construct frigates coated with steel-plates, each plate 5 feet long by 2½ feet in breadth, and costing 57*l.* each plate, weighing 22 cwts. Now, by Mr. Bessemer's process and mine united, these plates could be produced for 7*l.* per ton, plus the cost of rolling down the solid perfect blooms of cast-steel into the plates, and which, I presume, could never exceed 20s. per ton at the utmost. At the Forest of Dean Iron Company's Works here, where the quality of the iron exactly suits the combined processes, an outlay of 3000*l.* would enable them to convert the produce of one blast-furnace into blooms of any required size for rolling down into these plates, and they could make 100 such blooms per week from each of their furnaces, at a cost under 7*l.* per ton. These would roll into 11,400*l.* worth of such plates as the French Government require, supposing them to be valued at 57*l.* per plate; and yet, though these inventions are open to the public, and their value has been practically demonstrated, these plates, if they are ever supplied at all, will be made of driblets of cast-steel poured from melting-pots into one large mould; or they will be formed of the puddled steel about which so much has been said, and which I have recently tried, and proved to be a poor, paltry alloy of wrought-iron, with a little steel and crude iron interspersed—not steel at all, and for plates greatly inferior to Low Moor iron.

I will briefly state what has been done by means of the combined processes of Mr. Bessemer and myself, operating upon the Forest of Dean Iron Company's grey pig-iron in a furnace 1 foot square and 3 feet deep; the utmost scale which the wealth, enterprise, and faithful friendship of Mr. Thos. Brown and his enlightened partners could enable me to work upon: 500 lbs. of the grey pig-iron was melted in a common cupola and run into the purifying vessel, which was furnished with six tuyeres of ⅜-in. diameter each, throwing into the iron a blast of from 8 to 10 lbs. pressure per square inch. In 22 minutes the flakes of metal thrown up ceased to harden in water, and beat out flat when cold; and the blast was then stopped, and 32 lbs. of melted spathose pig-iron was poured into the purified metal. After standing a few minutes, the mixture was tapped off, and formed four ingots of cast-steel, weighing collectively 384 lbs., or 322 lbs. from the pig-iron charged. The waste, therefore, including cupola waste, was 35·6 per cent. Two of the ingots were drawn and worked up for borers, hammers, &c. A third was drawn 3 by 1 inch, and sent to Mr. Hallam, a tin-plate manufacturer at Swansea, who had it manufactured into excellent tin-plates; and the fourth ingot I had drawn into a bar 1¼ inch square and 8 feet long, which I have kept. There was not an ounce of waste from any one of these ingots beyond the scaling in drawing them down under the hammer. There was not a flaw or crack in any one of them. Now, this was done with a furnace just 12 inches square and 36 inches deep, in 22 minutes; and to produce the same weight and quality of steel in Sheffield would have required 384 lbs. of bar-iron, at 16*l.* per ton, and five melting furnaces, each of more than double the above size, urged for 3½ hours to an intense heat, with an expenditure of five times the weight of the steel in expensive cokes.

If a furnace a foot square will thus produce cast-steel, what might not be done with a furnace of a proper size, in which from 5 to 50 tons of fluid iron could be operated upon at once? And yet, rather than carry this splendid process into effect on the large scale, and thus immortalise himself as a benefactor to the world at large, and as the liberal and enlightened patron of inventive talent, Mr. Thomas Brown, the managing partner of the greatest iron-making firm in the world, prefers to appear as the inflexible oppressor of the inventor. * * * However, my process will be known and appreciated when he and his firm are forgotten, or only remembered, like Richard Crawshay, in connection with Henry Cort and his inventions. *Coleford, Sept.* 15. ROBERT MUSHET.

MANUFACTURE OF STEEL.

SIR,—Your correspondent, "A. J. S.," in last week's Journal, assumes that the processes for making steel and iron (among those of other inventors) of Sir F. C. Knowles are allowed to slumber in oblivion. I am happy to be able to assure you that such is not the fact. Sir F. C. Knowles is pursuing the subject in his own quiet way, and perhaps does not make the less progress because he does not come out with a blazing firework, like Mr. Bessemer, or trumpet his results in the public prints. If these results are such as they promise to be (and I have no bad opportunities of forming a sound opinion), they will make their own way with the public; if not, then loud premature announcements would only add the sting of ridicule to the disappointment of failure. And now as to the matter of fact, take this. Of steel, by the process of Sir Francis Knowles, many tons have been made of a quality at least equal to that of steel made from the best of foreign marks, yet wholly of British materials, and at very moderate cost, as may be supposed. Of iron by another process, of most refined ingenuity and scientific applications of chemical bars, qualities have been turned out of surpassing excellence. Many tons have been made (and, what is most surprising, from *common scrap metal*) of cable and rivet iron, quite equal to the best Low Moor, and of wire rod, so malleable and pure as to resemble charcoal bar-iron.

The same process has produced a "puddled steel" of very superior quality, which is about to be tried for boat and boiler plates; even the more sulphurous and phosphuretted kinds of metal have yielded to it bar-iron of a fair common quality. This is accomplished in the common puddling furnace, without any additional apparatus, and without any change in the habits of the workmen. Upon the whole, I think it may be safely asserted, even thus early, that Sir F. C. Knowles has effected nearly all that Mr. Bessemer professed to do in purifying iron by simple and inexpensive means, without waste and without any disturbance of existing practice; and there are fair hopes that ere long he will succeed in making good bar-iron from almost any kind of metal.—*Cardiff, Sept.* 2. F. H.

P.S.—I will shortly procure you some samples of the above iron and steel.

ON WINDING, AND PUMPING WATER.

SIR,—I was much interested lately by the account your Derbyshire correspondent gave in the *Mining Journal* of the deep coal mine at Dukinfield, and the machinery employed there. It is certainly a very extensive undertaking, and any information respecting it must be interesting to all connected with coal mining. It appears from his account of the machinery that a powerful pumping-engine is employed of 270-horse power, and also a winding-engine of 170-horse power. We must say it appeared to us that a pumping-engine employed for the purpose of lifting water from this great depth must be a very expensive and disadvantageous mode of applying such power. The question of lifting water by means of pumping or winding-engines is a very interesting one, and one that will, I think, amply repay the most attentive consideration, with a view to ascertaining their relative merits. We do not, however, pretend at present to enter fully into the question, but merely to throw out a few hints on the subject.

A winding-engine, now erecting at the Hebburn Colliery, near Newcastle-on-Tyne, of 250-horse power, will go far to solve the problem. The depth the water is to be lifted from at this colliery is 160 fms., and this engine is intended to lift a tub containing 700 gallons of water, and to deliver this quantity in one minute. It must be seen at a glance that the machinery for winding a given quantity of water is much more simple and economical than that for pumping in the first instance; and we are much

inclined to the opinion that the working expenses and general efficiency will also be in favour of the winding apparatus.

To return to the case of Dukinfield, it occurred to us that the quantity of water to be lifted is very small indeed for an engine of such magnitude; and we also conceived that the winding-engine there of 170-horse power would be capable of lifting the quantity of water named (165 gallons per minute), and also winding the coal; and on entering into the necessary calculations, we see no reason to alter this opinion. We have no hesitation in stating that this engine is capable of lifting from this deep pit (we think it is 343 fms.) 500 tons of coal per day of 12 hours, and also the quantity of water named in 10 hours, thus leaving two hours per day for repairs, contingencies, &c.

The cost of pumping water on the Tyne is given by Mr. Taylor in a paper on that subject in the *Transactions of the Northern Institute of Mining Engineers*, and he says it is very nearly ¼d. per ton of water. This includes all current charges, but not interest or redemption of capital; this is for a standard depth of 90 fms. Now, if we take this case at Dukinfield, the depth, of course, is much greater than the standard taken by Mr. Taylor, and the expense will be very much increased. The lowest estimate that can be taken, we think, will amount to ¼d., which is exactly double that given by Mr. Taylor. The weight to be lifted by this engine is enormous, the pump, rods, &c., being 80 tons, half of which is balanced by a beam at surface. In the case of winding this water, the weight to be lifted by the engine we estimate at 5 tons for a tub, or cistern, containing 650 gallons of water.—*Sept.* 14. A NORTH COUNTRY VIEWER.

WATER-PRESSURE ENGINES WORKED BY WATER-WHEELS.

SIR,—In your interesting Journal of Aug. 28, I read an account of the Institution of Mechanical Engineers' meeting, at Newcastle-upon-Tyne, and was much disappointed in not finding any discussion on Mr. Armstrong's paper, "On the value of working water-pressure engines by steam-engines, and more especially by means of water-wheels."

At Mr. Beaumont's lead mines, at Allenheads, in Northumberland, a very curious and expensive application of hydraulic machinery is now being erected along the valley of the Allen, near the mouths of several shafts, for the purpose of winding and pumping water from a long, deep exploring level, which is now being prosecuted.

The Riven Allen has several falls suitable for overshot-wheels, and overshot-wheels are being erected near the mouths of the several shafts, but instead of applying the power of the wheels direct to the pumps and winding gear, they are made to force water into a great plunger, called the "accumulator;" from which the water is forced again through small pipes to work the water-pressure engines, which engines are made to pump and wind. This novel, complicated, and most expensive mode of applying water-power, deserved at such a meeting a special notice, and discussion thereon. These machineries—*i. e.*, the working of water-pressure engines by means of water-wheels (close to the shafts where the ordinary gear of water-wheels could be easily applied)—have not only created much curiosity in Northumberland, but also on the Continent. It is to be hoped, therefore, some of the Newcastle engineers will explain to us the merits of such arrangements.

It is very evident that Mr. Fairbairn cannot perceive the utility of these combinations, where the prime mover—the steam-engine or the water-wheel—can be applied direct to the work. I trust Messrs. Armstrong and Sopwith, who are interested in these works, will favour us, through the medium of your valuable Journal, with an explanation on the merits of these hydraulic works.—*Liege, Sept.* 13. F. G.

SMOKE PREVENTION PATENTS.

SIR,—In continuation of my remarks in your last Journal, on the introduction of air to furnaces by perforated distributors, no stronger practical illustration of the value of the system can be given than its so general adoption by the race of speculative "smoke burning" and smoke preventing patentees which the new cheap patent law has brought into existence. These, with a keen eye to business, observe what is found to be the most beneficial in practice, and make it the basis of their respective patents. Keeping this basis out of sight, however, and, in fact, concealing it as much as possible, a moderate amount of mechanical ingenuity enables them to add some useless or attractive appendage of their own; and, with a good stock of puffing activity and plausible address, they soon make good capital out of the general credulity, ignorance, or inattention of the public, and of the owners of furnaces and boilers, who have, probably, been harrassed by their neighbours or the police complaints of the smoke nuisance they had created.

In illustration of what is here stated, it will be useful to give some instances of the adoption of the mode of rightly admitting the air to furnaces in a *divided state*, by numerous small orifices; in a word, by the "perforated air distributors," which these patentees adopt, although none openly admit or acknowledge its utility.

No. 1. Woodcock's Patent: In this "the ordinary bridge is made hollow, and has at its back a plate of cast-iron, pierced with numerous holes, in order that the heated air which enters the hollow bridge may pass out and be divided into numerous streams at the back, in order to mix with the products of combustion which pass over the bridge." It would be impossible more accurately to describe the principle and mode of carrying that out, which has been before the public since 1839, in the expired patent, and so correctly stated in Dr. Ure's *Dictionary*, article "Smoke Prevention." Indeed, the patentee himself, conscious of the imitation, adds—"I would, however, state that I am aware that it is not new to employ a *hollow bridge with perforations at the back*, &c.; I do not, therefore, claim the same *separately*." He then goes on to describe a *second* or hanging bridge, of precisely the same character. "This bridge, as well as the other, is formed hollow, and supplied with numerous streams of heated air," &c. I may here observe that this common talk of patentees, of "heated air," is merely an *ad captandum*, conventional phrase, adopted because it falls in with the popular notion of the supposed value of heated air, but which is a mere popular error.

No. 2. O'Regan's First Patent, 1854: (This, in principle and mode, is identically the same as Woodcock's). "I construct," says the patentee, "one or more chambers behind a hollow furnace bridge. I then enclose, from the top of this bridge downward and backward, with a *perforated plate*, thus forming a *hollow bridge*." Again, "the top of the next chamber I cover with a *perforated* horizontal iron plate." Again, "the dead plate in front is perforated with holes or slots." Again, "the bridge is an iron casing, *perforated at back* with small holes." Again, "my furnace doors I construct with a casing at the back, admitting air to such casing or box through a horizontal slot at the front of the door, which is discharged on the *inside* through similar slots and smaller holes."

No. 3. O'Regan's Second Patent, 1855, is in all respects similar, except that the perforated plate is made in a *curved*, or semi-globular, form, pretty nearly such as Mr. Stevens has since adopted. The patentee says—"I construct behind the bridge an air chamber having a *perforated* plate, and thereby promote the admixture of the air and the gases, to favour ignition." Again, "in all cases I recommend combining the *hollow bridge, perforated air-box, and valve*,"—a regulating valve for the admission of the air. Again, "the furnace door is likewise arranged to admit a *regulated quantity* of air to the furnace through its box or chamber attached thereto on the inside of the door, *perforated* or slotted, &c." This mode of giving the perforated plate a *curved* form, and *regulating* by a valve "the quantity of air admitted," would, no doubt, be considered by Mr. Stevens as infringements of his so-called inventions, but for the unfortunate circumstance of the patent being dated Oct. 27, 1855; whereas that of Mr. Stevens, with his curved plate and air-regulating valve, is dated Jan. 30, 1856.

No. 4. Hill's Patent: Here the effect is produced by "the employment of a *perforated* wall, or grating, through which the air passes."

No. 5. Parker's Patent: The air to the furnace chamber is here supplied through numerous narrow orifices by means of a "*perforated plate*."

No. 6. Robertson's Patent: The air to the furnace chamber is here supplied through numerous narrow apertures. "The consumption of the smoke is further effected by the addition of a *perforated burner*."

No. 7. Bayless's Patent: This patentee observes very justly—"I propose to compensate for the want of time by dividing the gases into a number of small streams, and forcing them into mechanical mixture with the air, rising in *small currents*," adding "*perforated plates* of metal or fire-clay may be used." This patentee gives a very learned introduction to his plan, by telling us that "the principal gases are carburetted hydrogen, bi-carburetted hydrogen, and *carbonic oxide*, the atoms of which must be chemically mixed with oxygen derived from the air." Now, why not candidly say that this information, as well as the plan adopted, had been derived from the *Treatise on Combustion* and the specification of the expired patent of 1839; for in no previously published work on combustion in furnaces are either to be found, or even the words, *carbonic oxide*. On this I may quote Sir Robert Kane's letter, dated Jan. 16, 1841:—"The formation of *carbonic oxide* in furnaces, to which I find, in your work, for the *first time*, the attention of practical men directed, has hitherto been a source of loss of fuel to a very considerable extent."

No. 8. Thompson's Patent, for the "prevention of smoke," consists of a hollow bridge, *perforated* in front and upon the top, so that the air passes into the bridge, issues from the *perforations*, and combines with the combustible gases given off from the fuel."

No. 8. Clay's Patent: The specification here states—"The doors of the furnace are *perforated* with holes, for the admission of the air."

No. 9. Mr. Lee Stevens's first patent, sealed Jan. 25, 1856, states as follows:—"In the front of the igniting chamber is an opening, which is covered by a double door, with numerous holes, or passages, through which numerous streams of air pass to the igniting chamber and mix," &c. Again, in the description is as follows:—*h, h, h*, are "perforated doors, for the admission of air." Here is an accurate description of the door, as given in Dr. Ure's *Dictionary*.

No. 10. Mr. Lee Stevens's last patent, sealed July 29, 1856. The same use of the "*perforated air-distributor*" is here also adopted, the only difference between the two patents being the *situation* of the perforated plate, and the giving it a *curved* instead of a *flat* shape, which change, however, is practically injudicious, for reasons hereafter to be shown. The specification states—"This invention consists of apparatus for the admission of atmospheric air by *perforated doors*." Is not this also a correct description of the door in Dr. Ure's *Dictionary?* Is it not identical?

No. 11. Stoney's Patent: This was one of the competing plans at Newcastle, and is stated in the report of the umpires to be "identical with that of Mr. C. Wye Williams."

To show the further adoption of the right mode of admitting air to the chambers of furnaces by numerous perforations, I may mention that in the *Times* of yesterday is a notice, under the head of "Substitution of Coal for Coke in Locomotives," of successful experiments with two plans—those of Mr. Lees and Mr. Jenkins. "Both these," as described by a contemporary, "are modifications of the plan of Mr. C. Wye Williams. The principle is precisely the same;" that principle being the admission of the air to the furnace gases in a *divided form*.

As mere verbal description often fails when addressed to *unpractical* men, and as "seeing is believing," I propose giving in your next Journal tracings from the specifications of as many of the above-mentioned patents as you can find room for. This discussion, although it may occupy much of your space, will be found to be of the last importance in opening the eyes of the public, and putting the matter in a right point of view.

Liverpool, Sept. 11. C. WYE WILLIAMS.

CHARLES WYE WILLIAMS v. JOHN LEE STEVENS.

SIR,—It cannot be disputed that whoever charges another with falsehood accepts the alternative of being considered a falsifier himself, should he fail in producing evidence to substantiate his assertion; and, impressed with that conviction, I pursue the subject forced upon me by a very unscrupulous adversary.

My allegation of untruthfulness against Mr. Charles Wye Williams, in our present controversy, is founded on a statement deliberately made by him in the *Mining Journal* of Aug. 14, which [divested of a preliminary error, detected by me, and thereupon disingenuously admitted by him] amounted to this:—

That the description of his [so called] Argand furnace, in Dr. Ure's work, was identical with the inventions patented by Mr. Williams in 1839;

That the two preceding were identical with his "mode adopted at Newcastle;"

And, that my invention is identical with each of them.

Vainly endeavouring to draw from him anything beyond mere assertion in support of what he had thus advanced, and upon which he constituted an attack upon my property and honesty, I have supported my denials in respect of every point so mooted by him with the strictest regard to accuracy; and, with reference to incontrovertible facts, sufficiently conclusive to induce any honourable man to retire from the contest with a graceful acknowledgment of his error.

Yet, notwithstanding all that has so far appeared in your columns on the subject, in favour of my own views of it, some admirers of Mr. Williams may still be found, who, having great faith in his infallibility, would reluctantly give credence to my unendorsed statement of the facts; and to that little minority of your readers—as well as generally to all who are interested, whether as relates to the question of invention, or the moral notions of public writers—I earnestly recommend the perusal of the following request and opinions thereon, as additional, and, I should think, indubitable proofs, that I fully maintain the assertion of mendacity, on the part of Mr. Williams, with which I set out.

1, *Fish-street-hill, E.C., Sept.* 7.

DEAR SIR,—Herewith I send for your examination, and for your opinion in reply to the questions that follow:—

No. 1. An official copy of the specification of Mr. Charles Wye Williams, in completion of his patent for *Certain Improvements in Boilers and Furnaces designed to Economise Fuel and Heat*, sealed June 22, and enrolled Dec. 20, 1839.

No. 2. A copy of *An Elementary Treatise on the Combustion of Coal*, &c., by Mr. C. W. Williams, published this year.

No. 3. An official copy of my specification in completion of a patent granted to me for *Improvements in Doors or Apparatus for Regulating the Supply of Air to Steam-boiler and other Flues and Furnaces*, dated Jan. 30, and enrolled July 29, 1856.

For facility of reference I mark the queries A, B, and C.

A.—Comparing the first-mentioned specification with Fig. 38, and the description which precedes and follows it, as quoted from Dr. Ure, pp. 87 and 88, in the *Elementary Treatise*, &c., are the latter *identical* with the inventions specified in that patent of 1839?

B.—In the Appendix to the said *Treatise*, &c., extracts are given from "The Second Report to the Steam-Coal Collieries Association, Newcastle-upon-Tyne," made by Messrs. Longridge, Armstrong, and Richardson, and at page 248 you will find it stated by them that—"In the plan adopted in the present instance, Mr. Williams introduces the air only at the front of the furnace, by means of cast-iron casings, furnished on the outside with apertures provided with shutters, so as to vary the area at will, and perforated in the inside with a great number of half-inch holes." Comparing that description with the aforesaid specification of the 1839 patent, and with the figure and description quoted from Dr. Ure, is it identical with both or either of them?

C.—Comparing the specification of my patent of 1856 with the specification of Mr. C. W. Williams's patent of 1839; also with the figure and description quoted from Dr. Ure, and with the description of the plan used by Mr. Williams, at Newcastle, as it appears in the official report, is the first-mentioned *identical* with all or either of the other inventions or plans?

I beg the favour of your opinion upon these simple fact, in their categorical order, in as concise terms as it can be conveniently expressed. J. LEE STEVENS.

William Carpmael, Esq., Southampton-buildings.

Mr. Carpmael's opinion, founded entirely upon the authenticated documents so submitted to him:—

A.—I have examined Fig. 38, and the description thereof at pp. 87 and 88 in the *Elementary Treatise* of Mr. Charles Wye Williams, and have also compared the same with his specification of 1839. I do *not* find that that which is shown in the former is identical with the specification of 1839; on the contrary, there is a perforated door at the front of the furnace in the diagram, Fig. 38, *which is not to be found in the specification of* 1839. The form of the apparatus at the back of the bridge in Fig. 38 *differs from all those shown by the drawings attached to the specification of* 1839, but would, I think, come within the general wording of the specification.

B.—The description of the means resorted to for supplying air to a furnace, in Messrs. Longridge, Armstrong, and Richardson's report, is *not* identical with either the specification of 1839, or with the extract from pages 87 and 88 of the *Treatise*. On the contrary, the specification of 1839 *does not contain any apparatus at the furnace door such as is mentioned*. The diagram, Fig. 38, of Dr. Ure's publication, shows apparatus at the back of the bridge of the furnace; whereas the statement is, that Mr. Williams introduces the air *only* at the front of the furnace.

C.—I have compared the specification of 1839 and the publication of Dr. Ure, and also the report, with the invention described in the specification of a patent granted to John Lee Stevens, dated Jan. 30, 1856, and I am of opinion that *the last-mentioned invention (J. Lee Stevens's) is not identical with, or in any way practically the same as, the above, or any of them, but is a distinct and separate invention.* W. CARPMAEL.

24, *Southampton-buildings, Sept.* 9.

To the utmost extent of my ability, I have now performed the difficult task of proving a negative. With my opponent lay the *onus probandi;* whereon his failure has grievously affected his reputation. The peculiar idiosyncracy of Mr. Williams, however, induces him to suppose that whatever he has written or uttered must invariably be right; that he is above reproof and beyond reproach; that he owes no reparation to those he may injure; that he may safely betray any confidence reposed in his veracity by your readers, or by the public in general; and that, in short, he is not amenable to the dictates of moral conscientiousness, or to any of the conventional usages of society! He was awarded the 500*l.* premium at Newcastle, he won the prize at the Society of Arts, and, therefore, he is, in his own opinion, immaculate!

As a natural consequence, I expect no concession, of the most trifling description, from Mr. Williams, unless I may wring it from him by other means; but at your hands I think I am entitled to expect a confirmation of the fact that I have effectually confuted my assailant, in respect of this portion of our controversy; and to anticipate future exemption from the labour of defending my rights and character under any similar circumstances. Such discussions in public journals *are most unfair towards patentees*, of whom it is, I fear, received as a common axiom that too much advantage cannot be taken; they are based upon questions that (if at all disputable) can only be properly solved in courts of law.

1, *Fish-street-hill, Sept.* 11. J. LEE STEVENS.

P.S. Since the foregoing was written I have received your Journal of this day. The letter from Mr. Williams therein may very well stand over until after a trip to the sea side, which I contemplate making next week. On my return, I will *try* to reduce his controversial redundancies into something like regular form, and then examine them.—J. L. S.

ARGAND FURNACE-DOORS—MR. J. LEE STEVENS.

SIR,—In his letter dated Aug. 30, Mr. J. Lee Stevens, speaking of himself, treats to an autobiographical fact, observing—"Mine was but a common education, which terminated before I was fourteen." Alas! how true it is that a little learning is a dangerous thing. Mr. Stevens attempts to blind your readers, by asserting, in respect to the lithograph I sent you, "that doors made identically with the figures and sections it contains would, of themselves alone, be useless in the prevention of smoke, or the improvement of combustion." Now, long practice has proved that, for small furnaces, the perforated box-backed doors answer completely; but for large furnaces additional distributors are requisite, the want of which last provision is the very defect of all Mr. Stevens's attempts to imitate and improve on the various plans put in practice under the patent of 1839; which plans, and which patent, are all now public property. In Manchester, very few furnaces are without the double perforated doors; but, for the last five years, I have had little to do with this subject practically. HENRY DIBCH.

32, *Moorgate-street, Sept.* 14.

CRUSHING AND REDUCING AURIFEROUS ROCKS—THE PORT PHILLIP COMPANY'S CRUSHING WORKS.

SIR,—I thought that the question on the best system of crushing quartz had been completely exhausted, and that it was well known what were required to ensure profitable results in working auriferous ground,—a knowledge on reasonable terms of mines, or rocks, containing a fair average quantity of gold per ton, under the direction of an energetic practical man, with machinery and appliances proved to be the best, and the simplest, for such purposes. During my absence on the Continent, I find, from the *Mining Journal*, that new schemes are again agitated by speculators. I am somewhat surprised to observe that many still believe that the difficulty in making gold mines profitable arises from the want of some new method to dissolve the quartz; and am still more astonished at persons pretending that they can get four times more gold out of quartz than is indicated by the best assay, and that there are people who believe such a statement!

It will be in the recollection of your readers that a correspondent of the name of Radley, some time ago, pretended to have made similar discoveries. He went to New South Wales to carry out his scheme; he is now in Victoria, and has learned a practical lesson. We hear no more of his new invention, which was to enrich the shareholders. These new plans are always brought forward by novices, and never by persons who have had the management of properly established gold mines.

We have an example what an energetic manager, left to conduct the operations as he may deem fit (with proper machinery), can do in the Clunes Company, Victoria. Mr. Kinneard, the enterprising and energetic manager of the Clunes Gold Mining Company, has been able to divide amongst the shareholders, during the last twelve months, 17,600*l.* in dividends, by means of machinery which he had put up, under his supervision, at the expense of the Port Phillip Company, who carry on the reducing works, and who have thereby been benefited by his agency and advice during the same period, in working on the company's lease, to the extent of 6869*l.*, which, it is to be hoped, will continue to accumulate, and ultimately be divided amongst the Port Phillip shareholders. Mr. Kinneard observes:—

"That they had succeeded in making not only good wages, but also good profits, even under the special pressure of the conditions made with the landowners (10 per cent. on the gross product), and the charges on the part of the Port Phillip Company, in the contract for crushing and extracting the gold."

Had the works been carried on by one company alone, in the same manner as in South America and other places, under the same energetic head, the total profits for the last year would have been 24,469*l.*

"This," says Mr. Kinneard, "proves beyond all doubt that any similar company of miners, holding a large area of auriferous land as tenants of the Crown, on equitable conditions, shows the highest possible inducement for believing in still more profitable operations than this company."

The shareholders of the Port Phillip Company, although they have comparatively but a small share of the profits by the present arrangement, after all the outlay, and only obtain the profits resulting from crushing the quartz for Messrs. Kinneard and Co., may yet congratulate themselves. The Port Phillip Company, which had been exhausting its entire capital and the profits of the melting department to boot, and was on the verge of winding-up, has been thus not only saved, and getting profits from crushing quartz, but also the profits of the assaying-office, which have been consumed for years, at length becomes available, which during the last six months is equal to 637*l.* 13s. 3d.

Mr. Kinneard is in hopes that he will be able to prevail on the manager of the Port Phillip Company to reduce the charge for crushing on the excess over the 50 tons per diem. However, I trust he will not press this and take unfair advantage of the Port Phillip Company's manager, who has incurred so much outlay. Let us proceed on the principle, "live and let live."

I think Mr. Kinneard ought to be satisfied with the 17,600*l.*, and not attempt to increase it by reducing the 6869*l.* accruing from crushing to the Port Phillip Company. Let us give every credit to Mr. Kinneard for what he has done to save the Port Phillip Company, by the removal of the defective and expensive machinery, and in insisting on the erection of proper stamps and other appliances of the South American gold mines; still, considering that the Port Phillip Company has made an outlay of 20,000*l.* to reduce his quartz with effect and profit, at the rate of 50 tons per day and upwards, I hope he will not begrudge continuing to pay the the full charge stipulated. I admit it is somewhat humiliating that such a company, with such a *prestige*, should be placed as mere reducing agents to a mining company; yet, as it has been the means of saving it from ruin, we must be satisfied. The company, if properly managed, may yet succeed in establishing works on a much more favourable footing, and in a manner which will secure the whole profit. Mr. Kenneard says:—

"That he looks back with satisfaction to the result of the past struggles of the companies with each other, and the eventual accomplishment of an arrangement satisfactory to both." He believes "the present plant of the Port Phillip Company—stamps, planes, with blankets, &c.—are superior to any in the colony. This has been the result of many experiments made at great expense, and our insisting on the Port Phillip Company to put the best appliances—the South American system—in lieu of costly, inefficient Chilian mills, amalgamators, &c., which they had hitherto employed with such bad results. It was driven onward and perfected by the elements of antagonism, and practical men in the mine company, and the necessity to effect such as was by the Port Phillip Company to save themselves, and give satisfaction to the landowners and the miners."

We may, therefore, judge to whom we are indebted for the present more satisfactory state of the Port Phillip Company.

More stamps are being erected, to supersede the remaining costly and defective Chilian mill; and it is to be hoped that all the amalgamation will be dispensed with, and that the profits from these arrangements may not be taken by the mining company, but the "crushing,"—that the Port Phillip Company will have its due share.

Those who have an interest in gold quartz crushing, whether in California or Australia, will do well to reflect on the above, how good results are made; and look at the following figures, and endeavour to do likewise, and not waste their time and money in visionary schemes, that can not lead to any practical utility:—The Port Phillip and the Clunes Companies have made an outlay of about 25,000*l.* at Clunes in the erection of steam stamps for crushing, and incline planes, blankets, &c., for washing. They extract, crush, and reduce upwards of 50 tons of quartz per day, which produces on an average about 1¼ oz. of gold per ton, and have made a profit therefrom during the last 12 months of 24,469*l.*, with high rate of labour of from 10s. to 18s. per day.

Those who think they can improve on this mechanical process had better proceed to the colony to Mr. Kinneard, who will be most happy to afford them every opportunity to do so. This is the only way to put such schemes as those frequently held forth to the test, and by which defective management can be corrected. EVAN HOPKIN

15, *Clarendon-gardens, W., Sept.* 15.

GOLD-AMALGAMATING MACHINERY.

SIR,—Having most carefully read Mr. Mitchell's pamphlet, "On the Extraction of Precious Metals," I cannot but feel assured that the truthful and straightforward manner in which it is written, and the lucid way in which all details are placed before the reader, will have great weight with those persons interested in the gold-extraction question as well as the public generally. Here is a gentlemen of the greatest practical experience, of the highest scientific attainments placing openly and candidly his method before us; no concealment, no wish to make mysteries, when none ought to exist, as between the originator of a system of such vast importance and those whom it is hoped it will benefit. After 29 years' experience of the different modes of extraction used, I, for one, feel genuine of the success of "Mitchell's Amalgamator." And, although Mr. Mitchell candidly says he does not claim perfection, yet he gives his opinion (and no one will doubt is a most valuable one) that it is the best machine he knows. I hope before long to

is in my power to test the "amalgamator;" and until then I heartily wish success to Mr. Mitchell and his friends.—*Dublin, Sept.* 16. F. LIEBE, C.E.

GOLD AMALGAMATING MACHINERY.

SIR,—In reply to Mr. Mitchell's communication in your last Journal, I may first tell him that I have no greater desire to enter into a paper war-fare than himself, my sole object being to see the gold mystery cleared up, and to prevent more valuable capital being wasted in searching for precious metals, which might be far more advantageously spent in mining for the baser ones. Secondly, the term of which he complains was not applied to him, and I regret that he should give himself a title, and then talk of legal proceedings against the person giving it him, as it is evident he must assume the position of both plaintiff and defendant. Having disposed of Mr. Mitchell's accusation of personalities, and, I trust, to his satisfaction, I will turn again to the invention, remarking, however, that whoever claims the merit of a discovery should be prepared to stand to its colours sufficiently long to prove that it is valuable, unless he be willing to consider himself defeated.

I have obtained from Mr. Mitchell the admission that ore which could not be treated by other modes of amalgamation with mercury, would require a separate treatment before they could be treated by his new machine, and I think Mr. Mitchell will admit that the sole object of his grinder is to reduce the stuff to powder—that is to say, the object of the grinder is not to produce any chemical change. I must assume that he admits these facts, but if he deny them I shall consider myself defeated, and that I am thoroughly incapable of understanding his invention. I admire the maxim, "Honour to whom honour is due."

Assuming, then, the ore to have been brought to a proper state for amalgamating with mercury, the question is, how can the gold be obtained in the most inexpensive manner? And as Mr. Mitchell has to separate the amalgam after it has been obtained by his machinery, this again reduces itself to—how may the amalgamation be most cheaply effected? As to Mr. Mitchell's grinder, I do not complain that it is inefficient; and if an ordinary drug-crushing machine will do the work, it is apparent that there is no great art in the crushing. Mr. Mitchell says, in answer to my assertion that a large quantity of mercury (and consequently capital) is idle according to his system, "by a parity of reasoning, the capital employed in the erection of a steam-engine is idle whilst the engine is doing its duty." I do not altogether agree with this argument. I should not consider the capital idle; but I think that if 2½ tons of mercury are used where a few hundredweights would suffice, the difference in the value of the mercury is so much capital lying idle. "By a parity of reasoning," if a 10-horse power steam-engine were used to work the bellows of a table blowpipe, I should consider the capital employed in the erection of the steam-engine as lying idle, whatever might be Mr. Mitchell's views upon the subject.

What I intended to infer from my letter of Aug. 28 was, that so far as the amalgamation process was concerned, it could be as completely effected by other means—the barrel amalgamator, for instance—as by Mr. Mitchell's machinery, whilst by using such other means, one-tenth of the mercury would suffice, and the first cost of the apparatus would not be one-tenth—that is the point upon which Mr. Mitchell should give a decision. I have read the pamphlet more carefully, perhaps, than Mr. Mitchell imagines, and believe I have drawn from it the only inferences which could be drawn. I do not see that any comparison is drawn between the new machinery and the barrel amalgamator, and am convinced that with but ordinary care the results would be equal.

Referring to Mr. Michell's next paragraph, I find that his statement would justify even a more extraordinary inference than I drew. I will trouble Mr. Mitchell to refer to page 3 of the appendix to the pamphlet, and he will find a table headed "Average result of experiments and commercial workings made with Mitchell's Patented Amalgamating Machinery," and as a note to that table—the reference being to some South American ores—"Increase of yield in favour of the amalgamating machinery from 26⅔ to 300 per cent." Now, I understand this to mean that in instances where 1 oz. of gold had been obtained from a ton of ore, by the ordinary process from 3⅔ to 4 ozs. were obtained by Mitchell's machinery, and as he does not say that his process is more costly than any other, I give him that benefit, and contend that he could arrange with any company to give them 1 oz. of pure gold for every ton of ore that he was permitted to treat, and obtain, say, from 6*l.* 10*s.* to 10*l.* 10*s.* out of each ton for himself; and assuming that he would treat but 24 tons a day, he could secure the very adequate sum of between 50,000*l.* and 90,000*l.*, say 70,000*l.* on the average, per annum. J. JONES.

Sept. 6.

STEAM-BOILER ASSURANCE.

SIR,—I observed that in your last Journal you record another steam-boiler explosion, whereby four were killed and half-a-dozen others seriously injured; and I would almost undertake to say that not one of them had made any provision for those they left behind them—the amount receivable from their club, if they belong to one, being little more than is necessary to give them decent interment. Now, in your Journal of July 10 you stated that a new assurance company had been formed at Manchester, for assuring lives liable to accident from steam-boiler explosions; and I find that during several weeks from that date you reported what progress had been made, but more recently the subject appears to have altogether dropped. On Aug. 14, you said that the operations of the company were to be extended to all parts of the kingdom, and I shall, therefore, do my best to urge the importance of the scheme.

I presume the shares have all been subscribed for privately, as I do not recollect to have seen any advertised prospectus; but if they have not been so subscribed for, I am convinced that the public need only have the details of the plan laid fully before them to ensure the necessary capital. The arrangement you described as being one of the principal features in the project—that of allowing a fixed sum to be insured without having names inserted in the policy, and in case of accidents paying a certain amount to representatives of the poor fellows who may lose their lives through a boiler explosion—I consider valuable in the extreme, as it affords an opportunity, if I understand the provision rightly, to all members of clubs to avail themselves of the advantages offered by the Steam Boiler Assurance Company. The use of steam has now become so general that scarcely a man connected with a mechanical trade can say that he is not liable to accident from the explosion of steam-boilers, and, therefore, I may say that mechanics generally would derive advantage from being connected with the institution. Now, if the Steam Boiler Assurance Company were to agree to accept club risks I am sure that the members of the clubs would readily assure, and the shareholders of the company would not be losers. To make myself better understood, it may be necessary to give a few more details of my plan. We will assume that a club consists of 400 members, principally mechanics. I would then propose that an assurance be effected with the Steam-Boiler Assurance Company for 1000*l.*, and that the premium be paid out of the club funds. Then, in case of any one, or any number of members of the club not exceeding 20, being killed by a boiler explosion, his representatives should be entitled to 50*l.* from the company, regardless of the amount he might receive from the club.

As the Assurance Company themselves propose that a master shall be enabled to effect assurances of so much per head upon his workmen, I do not see that there could be any objection to extending the privilege to clubs. I am aware it might be urged that the Assurance Company might in some instances be called upon for two 50*l.* upon one life being sacrificed, but as they would have been receiving extra premiums they would be recompensed. To ensure the successful working of this proposition, the Assurance Company must make it evident that in case of a man's life being assured by his employers and by his club, they will not object to the payment of the two sums should an accident occur. The company might, however, provide that where the deceased belonged to more than one club he should be entitled to but 50*l.* in respect of his club assurance, and 50*l.* in respect of his employer's assurrance.

If the company felt inclined to act upon my suggestions, they should make known their willingness through your Journal, in order that at a future time a record may exist in case of dispute, and take steps to ensure the assistance and co-operation of all concerned in the management of benefit clubs. A CLUB SECRETARY.

Monmouth, Sept. 12.

PRACTICAL MINING OPERATIONS IN AUSTRALIA.

SIR,—Referring to the very interesting account of the operations of the Port Phillip Company, which appeared in your last Journal, can any of your correspondents obligingly inform me whether the quartz works at Clunes constitute the whole of the company's operations? And whether the Clunes Company is in any way connected with the Port Phillip? It would appear, from the article alluded to, that mining, properly so called, has been relinquished, and the works of the company restricted to crushing the ore and extracting the gold. If this be so, it is not very apparent to me, considering the high price of fuel and labour, how very increased returns can ever be expected. It is stated that the entire cost of the works has been from 14,000*l.* to 15,000*l.*, but in your Share List I observe that the capital of the company is 100,000*l.* What, then, has become of the 85,000*l.*? not to mention the returns, which lately have been considerable. Further, I notice that the selling price is 10*s.* per share, which, assuming the 15,000*l.* to represent the entire capital stock of the company, is about 300 per cent.—a premium which should make purchasers pause. English purchasers are too much disposed to look at the original paid-up capital, and found their operations on it. By this rule, the Port Phillip Company is selling at 50 per cent. discount. But if it should turn out that 85,000*l.* has been dissipated, and that only 15,000*l.* remains, it is really selling, as I said before, at 300 per cent. premium.

Perhaps some of your correspondents will kindly correct me if I have been led into error. My only authority is your article.—*Sept.* 12. X.

NEWTOWNARDS MINES.

SIR,—An article recently appeared in your Journal respecting a discovery made in these mines some years ago, and ascribing the merit of such to Capt. Richard Rickard. I paid no attention to it, well knowing that every one acquainted with the working of the mine knew that Capt. Rickard had no claim to the discovery, or to the after struggle necessary to bring the mine into a flourishing condition. I allowed such to pass by for what it was worth; but in your impression of the 11th instant, "J. S. B." revives the matter, and asks for information respecting the adjoining mine. I am, therefore, compelled, however unwillingly, to trespass upon you to explain the matter, by a few bare facts, in order that your readers may form an opinion as to whom the credit belongs.

In January, 1847, I took the management of the mine, it having been previously in the hands of a Capt. George Harrison, and then of Capt. Rickard—the latter being my predecessor; under these gentlemen's management a heavy loss was sustained, and when I took office the affairs of the company, with the state of the mine, were in a most wretched condition. Capt. Rickard was then under agent, at the time the south mine was sunk to the 90 fm. level, and that level driven some distance south of the shaft. In April, or four months afterwards, a deputation of the directors visited the property, and in consultation with them it was almost decided that this part of the mine should be abandoned; but in consequence of my urging the necessity of cross-cutting the 90 before giving it up, and stating that it was dealing unfairly towards me, to bring me so far, and not allow me an opportunity of trying what I could do with the mine, I was allowed a "fortnight" to make a trial; during that time a cross-cut was driven eastward, and the bunch of "ore" discovered. Capt. Rickard was not present at the consultation, neither had he anything to do with the originating the cross-cut. This bunch of ore was driven through for upwards of 30 fms. in the 90 m. level; but when wrought upward it was found that an unproductive channel existed between that and the 75 fm. level; still the prospects downward were very good, the veh being afterwards wrought at 17*s.* 6*d.* and 20*s.* per ton.

I am now called to refer to a matter I would not have made public, if Capt. Rickard's false friend, "J. S. B.," had not compelled me to, as I certainly consider it invidious to refer to another's error without provocation; but Capt. Rickard stated, after the bunch of level was driven through for upwards of 30 fms., that it was perfectly "*worthless*," and, to use his own expression, the vein stuff was like "herring scales against a wall," full of glitter, but of no substance. This occurred in the beginning of 1848, when the services of Capt. Rickard were dispensed with. The deposit of ore having failed going upward, a crisis ensued, and was it not that Mr. G. W. Dunbell, of Belmont, Isle of Man, a large shareholder and director, supplied me with the means to carry out my views, the mine would have been abandoned, and the shareholders have lost all their gains. The sequel is easily told. In a short time large profits were making, dividends declaring (which I have continued to this time), and in 1850 I received as a reward for having discovered the "bunch of ore," and bringing the mine into a profitable condition, a service of plate of great value.

In reply to the enquiries of "J. S. B.," respecting the Carlig mine (I suppose he refers to that, there being no such mine as Carley, near Loe), it was purchased from the Ulster Mining Company, in Sept., 1850, nearly three years after Capt. Rickard left this country: it was unprofitable to that company, but the Newtownards Company have received back the purchase money, and made a fair profit upon the working of the mine.

I am sorry to have trespassed so far upon your space, but self-defence must be my excuse. I leave the bare facts before your readers for their decision, feeling perfectly satisfied as to the result.—*Newtownards, Sept.* 14. SILAS EVANS.

MENDIP HILLS MINES.

SIR,—Seeing Mr. Barwell has taken the liberty of using my name in regard to the Mendip Hills Mines, in return I have only to tell him that his better plan would be when he comes before the public to conform himself to truthful assertions, which might bear him out. I certainly was called in occasionally for four years to advise as to the best system of carrying out these works; but I soon found carrying out the mine was not all—I must meet his views, as well as keep secrets. I also very soon found this system was such as no mine could sustain itself under, and I plainly told him that the mine, if properly managed, should pay 5000*l.* per year, whereas they were only sharing 1500*l.*, and, if he would not carry it out agreeably with my views, it was useless for me to come there; and at the last meeting I attended I refused to put pen to paper any more, by way of advising him on the concern, when he requested me to write on the wall; I then drew a rough plan on the office wall, at Waldegrave, and wrote how they should proceed, in the presence of his captain. He pressed me very much to go to his house, and make it my home when I came there, but this was not sufficient pay to suit me. I now ask him if I have not his letters, stating that he had laid all my reports before the committee, and they were well pleased, and would well reward me for it? Now, I further ask him if he has paid me a single shilling for four years' service, and if they are not now obliged to return to my plans of working?

I further tell him that I could myself, or any able manager, lay out this mine so as to pay 5000*l.* per year. I also ask him if they are not now returning lead to the amount of 10,000*l.* per year, and paying only 1500*l.* in dividends? Now, every sane man must know the cost of a few old invalids and children on a dressing-floor, and would certainly come to the conclusion that 5000*l.* ought to pay them and the dues. They must also remember that they have but eight or nine years more before their lease expires, and it will take 50 years to work the remaining refuse over. Query—Will they have it again?

As to my applying for five shares, that is also an untruth. I never purchased, or asked for, a share in the concern; but I will assure Mr. Barwell that were I a shareholder I should scrutinise his accounts very closely, notwithstanding he might turn round and say to me, as he has to others—"You shall not see our accounts, for we are a limited liability company, and we keep our accounts to ourselves."

The truth of all this is, my son purchased five shares in the concern 12 months since, through Messrs. Watson and Cuell, and paid for them, when certain parties say—"He shall not come in, as he will be scrutinising our accounts." This is a specimen of limited liability companies' proceedings. Many of them adopt this motto—"Keep what we have, and withhold our books." These shares ought now to be selling at 8*l.* per share.

Wells, Sept. 15. N. ENNOR.

P.S.—This subject being now before the public, for the benefit of those concerned I would ask if the estates purchased of late belong to the directors or the company? If to the latter, who are they made over to? If they are the company's, they certainly ought not to request the seller to take a note for the money; if they belong to the directors they, of course, have a right to pay as they can, but these are matters that should be cleared up.

FALSE QUOTATIONS.

SIR,—I notice in your Journal of last week the following, among several others, false and absurd quotations:—

Bryntail, 1⅜ to 1⅝ | Condurrow, 40. | Clijah and Wentworth, 2⅞ to 3.

The parties who furnished you with these quotations must have been conscious that they were deliberately and dishonestly falsifying the *real* market value of these shares; and you, Sir, I am sure, must regret as deeply as I do that your Journal should be made the medium of such nefarious and untruthful quotations—quotations which are invented solely to suit the dishonourable *private* purposes and unjust profits of a set of unprincipled men, who are a disgrace to the mining community. For instance, in regard to Bryntail, it is well known that shares in this mine were last week sought after at 40*s.* to 50*s.* without being met with, and that at the *present moment* they cannot be obtained in any number on these terms.

The same dishonest depreciation has been attempted in the case of Condurrow, shares in which have been in request and *saleable*, for weeks past, at 55*l.* to 60*l.* Also in the case of Clijah and Wentworth, whose shares are marketable at 3¾ to 4.

I and every other fair-dealing broker claim *your* powerful assistance in putting an end, so far as the *Mining Journal* is concerned, to such wilfully untrue quotations as those stigmatised, and to the mischievous abuses which flow from them. For my own part, I am resolved to use whatever influence I possess to expose and destroy these dirty and detestable practices of men whom, I repeat, are a disgrace and a serious stumbling-block to *legitimate* mining enterprise. HUBERT B. RYE.

77, *Old Broad-street, Sept.* 16.

QUOTATIONS IN THE SHARE LIST.

SIR,—My attention has been called to the price of Bryntail Mine shares in your last Journal of 1⅜ to 1⅝, when, in fact, the shares could not be obtained at 2 to 2½, which was freely bid, without a seller being found. In fact, I do not believe that any shares could be had at even 3*l.* per share, which will prove to you the sinister object that parties have in view in quoting them at the price above stated. W. NICHOLSON.

57, *Old Broad-street, Sept.* 17.

[These matters will, of course, receive attention in our next Journal.]

FOREIGN MINES.

ALTEN MINING ASSOCIATION.—Charles Trelease, Aug. 25: At Raipas, we are continuing to make trials in many places where ore presents itself, as well at the surface as in the mines. Several of the small lodes are of a very promising character, and well deserve being explored, which we unfortunately are prevented from doing. A fair quantity of ore is being raised, though still of a low percentage. At the Old Mine, in the north stope in No. 1 working, the lode continues from 6 to 9 ft. wide, and turns out about 3½ tons of ore per fm. In the south stope the lode continues equally large, but has been rather less productive in the last fortnight than before: the matrix, however is of a very congenial character, and we expect it will soon improve again. In stripping down the roof we have met the greenstone for about 2 fms. in length; no lode is seen striking off in this distance, but there still remain some 6 or 8 ft. to shoot away to settle the question satisfactorily. In the winze under these workings the under part of the lode, for 3 ft. wide, is much entangled and mixed with the adjoining rock, but the upper part is still yielding some tolerably good saving work, and as there are no strong cross heads or facings visible, we hope it will soon be more settled and productive again. The water is considerably fallen back since our last. The ground continues favourable in the shallow cross-cut, otherwise there is no change. The lode in the rise above the deep adit increases in size, and is evidently the main part, so that there does not seem much chance of meeting the western heave above the point gained. We are, therefore, clearing out the old stuff, &c., preparatory to continuing the search in depth, or below the deep adit. At United Mines, the water has almost disappeared in the sink under the 40, on Ward's lode, and we have again some men at work; the lode is about 3 feet wide, the middle part of which yields some moderate saving work, and looks promising. In the tribute workings there is not much alteration to note. At Thomas's, the vein has rather improved in the last fortnight, having widened out in a place or two to 6 or 8 in. of nearly solid ore, and still looks well. At Quenvig, we have ten men employed at three different points. At the most southerly one we are opening on a lode which varies from 6 to 15 in. wide, composed of gossan, calc-spar, and very good yellow ore intermixed; the character of lode and ground is different from where we first began, being easier to work, and the ore less disseminated through the rock. The other places look much as before; the ore is of good quality, but the small veins do not seem to get larger in depth. As this will be my last report, I would beg to remark that the principal part of the returns for the month of July are delivered to the smelting house, and fully bear out the estimate forwarded last post, so that I hope to disparity will arise in this respect after my departure, neither am I aware of any other circumstance which is likely to cause inconvenience.

WILDBERG MINING COMPANY.—Z. Walls, Sept. 11: We have commenced to drive west on the Dornergang lode from the north cross-cut in the 10 lachter level; the lode will produce at this point about 1½ ton of silver-lead ore per lachter, but the ground is very hard and spare for driving. Nevertheless, we shall push on the end by six men, so as to get into the rich shoot of ore as quickly as possible, on which we are carrying down the No. 3 sink below the deep adit. The end driving east in the 10 lachter level, on the Erbteilstergang lode, will produce 2 tons of silver-lead ore per lachter; and the sink coming down from the level above, on the same lode, will produce 2½ tons of silver-lead ore per lachter. The middle level, which we have started east and west from the No. 3 sink, will produced 3 tons of silver-lead ore per lachter for each end. The end driving west from Michael's shaft, in the deep level, will produce 1 ton of silver-lead ore per lachter; and the end driving east from the Turken sink, to meet the above driving, will produce 2 tons per lachter. Mr. Goundry reports that the smelting operations are progressing satisfactorily.

WORTHING MINING COMPANY.—July 9: At this date the lode in the 12 north was worth 3 tons of ore per fm., at a produce of 70 to 80 per cent. for copper, worth, at the lowest computation, 200*l.* per fathom. In the level driving south from Hocking's shaft the lode was large, producing malleable copper, gossan, and black sulphurets. The gossan had been assayed, and produced 44¼ per cent. for copper. The ore lying at the port for shipment, and in the course of transit, was estimated at 295*l.*; in addition to which there were about 10 tons for sale, of an average produce of 11 per cent.

The LUSITASIAN MINING COMPANY.—Palhal Mine, Basto's Lode: The ground at Taylor's engine-shaft, sinking below the 38 fathom level, is rather improved. The ground in the 38 cross-cut, driving south, is still hard. The 38 cross-cut, driving north of Taylor's engine-shaft, is still in the country; we shall drive about 2 feet more, and, if we cannot meet with any other part, shall then turn house and drive east and west on the lode we have gone through, which is nearly 6 feet wide. The lode in the 28, driving west of Taylor's engine-shaft, is 1 foot wide, worth ¾ ton of ore per fm. The lode in the winze sinking below the 28, west of Taylor's engine-shaft, is 2½ feet wide, worth 3 tons per fm.—River Shaft: The shaftmen are engaged in removing the lift and putting down the rods in preparation for sinking below the 28. The lode in the 28, driving east of River shaft, is 2½ ft. wide, composed of quartz, prian, and mundic. The lode in the 8, driving east of River shaft, is 2 feet wide, composed of quartz and a small branch of ore, worth nearly ½ ton per fathom. The lode in the adit level, driving east of Pinto's shaft, is split in two parts, each being about 15 in. wide, composed of killas and a little flookan. The lode in the adit level, driving south-west on the slide, is 9 in. wide, composed of flookan; we have not seen any branch going off west since our last. The lode in the stopes No. 1 in the back of the adit level, east of River shaft, is 1½ foot wide, worth ½ ton of ore per fathom. The lode in the stopes No. 2 in the back of the 18, west of Butler's winze, is 1½ foot wide, worth 1½ ton per fathom. The lode in the stopes No. 3 in the back of the 28, east of Fontouro's winze, is 1 foot wide, worth 1 ton per fathom. The lode in the stopes No. 4 in the back of the 28, west of Fontouro's winze, is 1 foot wide, worth ¼ ton per fathom, but as we stope westward it will improve. The lode in the stopes No. 5 in the back of the 28, east of Oleveira's winze, is 1½ foot wide, worth 1 ton per fathom. The lode in the stopes No. 6 in the back of the adit level, west of Taylor's engine-shaft, is 2 ft. wide, worth nearly ½ ton per fathom.—Mill Lode: The lode in the 18, driving east of the cross-cut, is 9 in. wide, composed of flookan and a branch of ore, worth ½ ton per fathom. The lode in the rise above the 18, west of the cross-cut, is 1 foot wide, worth ¾ ton per fm.—House Lode: The lode in the rise about the 10, against Pisco's winze, is without alteration since our last. At Oak shaft the ground in the 20 cross-cut, driving south, is still hard. The lode in the adit level, driving west of the cargo, is 9 inches wide, composed of soft killas and a little quartz.—Carvalhal: The lode in the new adit level, driving east of the cross-course, on the G lode, is 6 in. wide of mundic. The lode in the adit level, driving west of the Ever Calma, on Alhao's lode, is 6 ft. wide, but of the same composition as in our last.

MINING MARKET.—We have received the following communication:—

From Mr. JAMES CROFTS:—After a protracted period of gloom and depression, there has been during the last fortnight a sensible amelioration in the stock and share markets, and although a number of mercantile firms, crippled by the late crisis, have again succumbed under the pressure of losses, the course towards a better state of matters in all departments is marked and unequivocal. No doubt this progress is assisted by the still low value of money, notwithstanding the increased demand for it in the way of discounts. The favourable movement has been more particularly felt in railway property, the leading stocks having experienced a large advance, and in foreign mines a better feeling is prevalent, as shown by advancing prices. The state of the market for British mines has also progressed most favourably for buyers and sellers, and in all leading ones a large business is doing, so much as to justify the prediction of the writer, that already the lowest point has not only been reached but is passed. An item of encouragement is also to be found in the fact that a number of mines, more particularly detailed in the progress of this review, have improved both in produce and the prospects for dividends, and so soon as increased attention is given to the market by capitalists there must be a general advance in prices, which will not only compensate those who have lately been operating, but encourage the exit of large amounts of capital out of unprofitable channels into legitimate and profitable adventures.

A phenomenon of a mine is one called "Tolvadden," Marazion, Cornwall, in 6000 shares, worth in the market about 40,000*l.*, upon which nothing has been paid, and with all its machinery for working the mine complete. The copper ore is of a rich quality; the quarterly average, Jan. to March, having been 7*l.* 15*s.*, and that of March to June last 9*l.* 9*s.* 3*d.* per ton, whilst they figure in the Redruth list, for sale on Sept. 16, for 311 tons, the produce of two months' working. There is a large demand for the shares, and they appear susceptible of a considerable advance, in proportion as the mine becomes more generally known.

The shareholders of Catherine and Jane Consols have experienced much disappointment at the late necessity of a call of 1*s.* 6*d.* per share, coupled with the regretted failure of a firm holding a large number of shares upon which calls are due. At the adjourned meeting of Sept. 21 a resolution will be taken to cancel all shares in arrear of calls, which will probably be afterwards offered at public auction, and will thus bring some considerable funds to the company, a demand having suddenly sprung up for the shares, and several transactions done in them this week. In the opinion of the writer, any course but that of supporting the mine by the prompt payment of calls would be suicidal on the part of the present shareholders. An obviously wiser course points itself out to them—to average their cost by the purchase of the forfeited shares, although it is foreseen there will be great competition for them, the concern being in a perfectly sound state as regards management, far from unsound in finance, and producing increasing quantities of lead ore. The last report is most encouraging, and 10 tons more ore for sale.

South Lady Bertha, in 6000 shares, one of a group of mines worked together some time since, but abandoned for want of adequate capital, presents some points worthy of noting. The concern can be effectually carried on by means of a water-wheel, for which there is a continuous supply of water. The depth of the shaft is 40 fms., and after a very short period of recent working, and an outlay of 4*s.* per share, the 40 fm. level will be soon brought into active operation. At present there is (estimated) 20 tons of copper and a larger parcel of mundic for sale, valued at 150*l.*, and no further calls being probable (as the writer is informed), there are excellent chances of a great rise in these shares, or at least they obviously present the safe element of being at a very low price for the moment, and buyers are, therefore, not only numerous but predominate over sellers. We call particular attention to Buller and Basset United, in 6380 shares, with 2*l.* 5*s.* per share expended. This mine has seen, and apparently conquered, most of the vicissitudes which belong, without many exceptions, to all new mines, and from its peculiar locality, South of the Bassets and Bullers, South Frances, and other dividend-paying, may claim, sooner or later, an equal success with most of these concerns. Whilst in that important item of finance (which, next to good management, both at the mine and by the officials, is a vital matter for capitalists to become acquainted with), it may be stated, as shown by the last published accounts of the meeting, July 14, that as the assets or balance in favour of the mine, available when wanted, amounts to upwards of 2000*l.*, independent of a call of 2*s.* 6*d.* per share made at the meeting, the question of any further call being required is a distant one; and this mine, therefore, from whatever point it is viewed, appears to present large chances of becoming lasting and profitable. Wheal Arthur, now in 6140 shares, owing to an improvement in the mine considered important, has had a considerable rise during the week, and buyers are numerous, as have also, from the same cause, shares in West Grenville, North Wheal Robert, Great Wheal Alfred, Trelawny, Alfred Consols, Grenville, Sortridge Consols, and others. A young mine of great promise, called New Wheal Frances, in the Camborne district, in 1024 shares, has been much enquired after, but the shares appear scarce, and the price has not settled down to any safe quotation, holders in the West of England asking 10*s.* per share more than their assumed value in this market. In Old Tolgus United the buyers are amongst the most respectable class of capitalists, and good business is doing, especially in connection with the fact that the mine is in 600 shares only, of which one-third, or thereabouts, are held by one party, who operates more as a buyer than a seller. We have already, at some length, drawn attention to this mine, whose prospects continue of a first-rate character, and perfectly sound in finance. Amongst drooping mines must be classed, as most conspicuous, Lady Bertha, Wheal Edward, and Wheal Harriett, but it is not intended to detract from their merits as speculative mines at a low price, and they have, therefore, all the benefit of being considered favourable uncertainties, having seen very high prices, and being now at comparatively low ones. A sudden declension in value, to the extent of 40 or 50 per cent., has taken place in Crelake Mine, near Tavistock, in 12000 shares, of which, on its introduction a few months since, such great things were predicted as to raise the shares to 3*l.* or more per share upon the mere speculation of its containing a rich lode, which lode when lately cut into proves, as is reported from the vicinity, poor. Some comparisons were made at the time of valuing and, in fact, selling this rather crude concern at 36,000*l.*, or approximatively equal to Wheal Trelawny, in 1024 shares, long established as a dividend mine, which upon an outlay of 4*l.* 10*s.* per share, has paid 33*l.* 10*s.* per share, and is still paying at the rate of 20 per cent. per annum dividends. The writer takes the liberty of commending these statistics as to the past of Crelake, more especially the comparisons deduced from them, to the attention of the prudent investor.

The writer refers to his advertisement in the usual place in the Journal of "cheap shares," wishing to explain that he adopts this term in the comparative sense, the "cheapness," being demonstrable from a retrospect of the former higher value of most of the stocks enumerated; whilst the condition of the mines themselves have improved, and a number of additional calls been paid upon them. He has also in mind that the present comparative depression on the market is still the result of the late commercial crisis, which, in materially diminishing the value of all property, particularly and seriously affected metals, and by consequence mines. It cannot, however, but be admitted that, with the continued low value of money, the time is not far distant when a complete rescusitation of business must occur, and it is even possible that it may arrive so suddenly as to create a rush of buyers, and enhance at once the value of all shares. An operator on the market, at the present low prices, has, therefore, the double chances of profit arising from an increase of demand, and the natural reaction from a low price to a higher one, owing to the depression. Indeed, as already observed, a favourable change is perceptible—a turn in the tide which, as the writer hopes he may predict without being thought presumptuous, "taken at the flood, leads on to fortune;" and to assist to that result, he indicates the following selection from his list as peculiarly susceptible of an advance within a short period, and, probably, a very important one:—North Downs, Wheal Grenville, West Grenville, Wheal Arthur, Pendeen Consols, Kelly Bray, Sortridge Consols, South Lady Bertha, New Frances, Bryntail, Tolvadden, Catherine and Jane, North Wheal Robert, and Old Tolgus United, all belonging to the classes of "progressive" and "speculative." The dividend class will all advance, as a matter of course.

From Mr. RICHARD TREDINNICK:—The demand for shares in Cornish and Devon mines has decidedly improved during the week, and the market closes firmly. Great Wheal Busy is regarded as an adventure of more than ordinary promise, and at ruling prices shares should be immediately purchased; the produce of the past month is 507 tons of copper ores, and 13 tons of black tin, against costs not exceeding 240*l.* Great Wheal Vor has also assumed a more favourable aspect, and capitalists begin to enquire after shares, which ought to be bought at the heavy discount they range at. Old Tolgus United is now admitted a mine of wealth, and must be regarded as the prize of the year, still shares can be obtained at 40*l.*, against 51*l.* paid, a discount of 20 per cent.; six months will enable the shaft to be sunk to the junction of lodes, as well as to cross-cut at the 44 and 32 fm. levels, all of which are points of great promise. Charlotte is reported to look remarkably well; the 40 east yields 1 ton of ore per fm.; the 40 west is improving, and producing 3 tons of rich quality ore per fm.; the western stopes above are valued at 20*l.* per fm., and eastern stopes at 10*l.* per fm.; the two winzes below the 30 fm. level are respectively valued at 14*l.* and 18*l.* per fm., whilst the 12 pitches at work are variously taken at 6*s.* 8*d.* to 13*s.* 4*d.* in 1*l.* Buller and Basset United is improving; the strata are changing in depth, and the lode, as developed, exhibits very favourable indications of success, both in the 50 west, and the shaft sunk 11 fms. deeper. Margery progresses satisfactorily, and little doubt exists of its becoming a dividend property. Providence shares are in active demand, arising from the carbona being proved good at a further depth of 10 fms. South Buller and West Penstruthal have been freely dealt in; the lode in the north cross-cut is expected shortly to be intersected, and the issue is watched with lively interest. East Basset, as predicted by us, has declined in market value, and will still further recede, unless the lode has changed its underlie; the supposed branch seen in the 80 will probably prove the vein itself. West Grenville shares have been largely and freely dealt in, and the prospects are second to no young shares in Cornwall; the Messrs. Taylor, of Queen-street-place, were progressive adventure in Cornwall; the Messrs. Taylor, of Queen-street-place, were yesterday appointed managers, and with a small further outlay success will be placed beyond question. South Carnadon, Devon Great Consols, West Basset, and Basset, have been enquired for; whilst Condurrow, West Seton, North Roskear, Par Consols, Margaret, Trelawny, and Alfred Consols, have been freely offered for sale, at slightly reduced prices.

BRINSLEY HALL COLLIERY COMPANY.—The object of this company is to work an estate containg coal and other minerals at Greasley, in the Erewash Valley. The capital is 25,000*l.*, and the liability of the shareholders is limited. The situation is convenient for bringing the minerals to market, either by rail or canal, and the vend by rail is almost unlimited. The mines lie at a convenient depth, and the coal is of good quality, both for house and furnace purposes. The works have been commenced, and shafts have been partly sunk, and in a very short time, with little further outlay, the upper beds of coal may be got, and the business carried on with a profit. As a commercial speculation, it is computed that if the undertaking be carried out on a scale at all commensurate with the value and extent of the minerals in lease a large profit will be realised upon the capital employed.

BRISTOL AND FOREST OF DEAN COAL COMPANY.—The adjourned meeting of shareholders was held on Wednesday. Parties interested will be glad to learn that the manager of the works, Mr. Jeffs, has just succeeded in winning the Yorkley coal, which is 3 ft. 6 in. thick. A deputation of the proprietors visited the collieries on Aug. 25, and they were subsequently visited by other proprietors, and they report that their own confidence in the undertaking has been thereby much increased, and that they are strongly of opinion that if the undertaking be carried through with energy and promptitude, the work will be found of great value.—*Swansea Herald.*

IRON-MAKING IN NORTH WALES.—At the Frood Iron-Works there was, for the week ending Sept. 4, the very large make of 206 tons, of 2400 lbs. per ton, which is equal to 220 tons 15 cwts. imperial weight, all good grey iron, and obtained from one furnace. This is a make, we believe, which has not been anywhere excelled where "grey forge" and "No. 3" are produced. At the above works the proprietors have just completed some alterations in their blast-engine, which they expect will enable them to produce a weekly average of about 180 tons, long weight, of good grey iron. We are also informed that if mottled or white iron were required, there might be produced from 240 to 260 tons.—*Wrexham paper.*

HENRY CORT.—The Hon. Sir C. A. Phipps has addressed a letter to Mr. R. Cort requesting him to forward one copy of the portrait of his father for the Royal Library, and one for H.R.H. the Prince Consort.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—J. Trewin, Sept. 11: The lode in the engine-shaft is producing saving work for lead. The lode in the 10 east is large, composed of quartz, blende, and lead, worth for the latter 4 cwts. per fm. The stopes in the back of this level are worth 3 cwts. of lead per fm. The lode in the rise is producing 4 cwts. per fm., and the lode in the 10 end west is yielding 5 cwts. of lead per fm. The stopes in the back of the adit, west of the same shaft, are much the same as stated in my last report. There has but little been done towards sinking the eastern shaft for the past week, as we have been dividing, casing, and making preparations for the pitwork in this shaft. The stopes in the back of the 10, west of eastern shaft, are improved, worth at present 18 cwts. of lead per fm. No change to notice in the winze in bottom of the adit, west of the eastern shaft, since I wrote you last. We are getting on with all surface work as fast as possible.

ALFRED CONSOLS.—T. Trelease, T. Hosking, Sept. 15: No change to notice in the lode in Field's engine-shaft, nor in any of our operations to the west of the flookan, since our last report. No lode taken down in Davey's engine-shaft, sinking below the 120, for the past week. The main lode in the 120, east of the above shaft, is 2 ft. wide, unproductive. The lode in the 110, east of said shaft, is worth 7l. per fathom. We have intersected the north lode, in the 130, east of flookan; the lode is 1 ft. wide, worth 8l. per fm. The south branch in No. 1 winze, sinking below the 100, is worth quite 20l. per fm. The branch in the 100, driving east, is 18 in. wide, spotted with ore, a promising lode. The new north lode in the 70, driving east, is still split in two branches, unproductive.

ANGARRACK CONSOLS.—J. Barratt, Sept. 14: Cox's engine-shaft is down 3 fms. 0 ft. 4 in. below the 12, in ground of a light blue killas, containing veins of quartz, impregnated with mundic. If this ground, or strata, continues, I am in hopes we shall have ore in the lode expected soon in the shaft coming in from the north. The cross-cut being driven north from Cox's engine-shaft to Eaton's lode is in 8 fms. 3 ft., in hard ground.

ASHBURTON UNITED.—W. Hosking, Sept. 16: The 4th inst. being our setting day, I set three tin pitches at the back of the adit level, on Union lode, at an average tribute of 10s. 10d. in 1l. The adit level to drive east on the same lode, at a tribute of 13s. in 1l. One tin pitch at the back of the adit level, on beam lode, at a tribute of 12s. 6d. in 1l. And two copper pitches at the back of the adit level, on Brothers copper lode, at a tribute of 11s. in 1l. The iron tribute department is looking much better, the Union lode in the adit end east having much improved since the setting day. The copper tributers are working with spirit, and still raising some good copper ore. I am now preparing a copper ore floor, so as to be able to commence dressing as quickly as possible. We are getting on very satisfactorily in clearing Brothers engine-shaft, and hope to reach the adit level in the course of another week. The clearing of the deep adit in the western part of the mine is also getting on very well. Our carpenters are engaged preparing the necessary work for the new wheel and stamps; the masonry of the pit for the same will be completed in a day or two, when they will be erected with all possible dispatch. The engineers have now nearly completed erecting the engine. I expect we shall be able to commence forking the water in about three weeks from the present time.

BALLYMONEEN.—W. Barkla, Sept. 11: The ground in driving the 25 east is mineralised, and water issuing from the end, and our progress is satisfactory; driven since last report 4 ft. 6 in.—total, 1 fm. 2 ft. 6 in. We have no particular change in cross-cutting south in the same level, but we are progressing favourably; driven since last report 4 ft. 6 in.—total, 1 fm. 2 ft. 6 in. In the adit driving east the ground is rather hard, which makes our progress slow; it is still producing good stones of sulphur; driven since last report 2 ft.—total, 39 fms. 4 ft. We shall finish clearing up the old workings in the course of Monday.

BALLYVIRGIN.—D. Macdonald, R. Pellew, Sept. 9: The 18 north has been set to six men, at 9l. per fm.; the ground is unfavourable for driving, and there is a little increase of water. We have set the north end to drive 1 fm. east, at 6l. 10s. per fathom; the lode is of a very promising character; we have driven 3 ft. and have not met with the wall of the lode, which prevents our putting a value upon it. No. 1 stope, which was called No. 2 stope in our last report, has been set at 8l. per cubic fathom, it is worth 1 ton of copper, 15 cwts. of lead, and 5 tons of mundic per fm. No 2 stope is set to four men at 4l. per fm., it is worth fully 2 tons of copper and 15 cwts. of lead per fm. The south stope is worth 2 tons of copper and 4 tons of mundic per fm. The lode in Daffy's shaft is worth 10 cwts. of lead and 1 ton of mundic per fm., and is set to four men, at 7l. per fathom. We have put to pile since last report 1¼ ton of lead, 1½ ton of copper ore, and 12 tons of mundic, and prepared for the crusher 3 tons of lead ore.

BARF.—Wm. Mitchell, Sept. 12: We have collared up and secured the shaft mouth 2½ fms., and expect to get to where the shaft takes the rock in a day or two, after which we shall not require timber. This will be 10 fms. down before it takes the cross-cut driven 70 fms. long. I feel confident that the old burrows will pay well for washing over, and we are daily turning up fine lumps of solid lead; this is from the old Thornthwaite lode that has yielded 7000l. worth of lead. We have seen quite sufficient to guarantee the work we are doing; and in 8 or 9 fms. driving from the bottom a cross-cut can be put out for Graham's lode, besides the two Barf veins, which have never been cut in this level. We are still driving the end of Laidlaw's level, and expect shortly to cut a bunch of ore in the forebreast; it will be parallel to the working on No. 1 lode.

BASSET CONSOLS COPPER, LEAD, AND ZINC (Illogan, Cornwall).—George Henwood, M.E., Sept. 7: Previous to my visiting these mines I have had frequent opportunities of studying the stratification and composition of the rocks forming the strata of this locality, in which some of the most productive mines of Cornwall have been situated. My being engaged to report on some properties on the east of this place, a few days since, necessitated my examination of them again very recently. These, then, I found to be the true killas or clay-slate overlying the southern declination of the granite of St. Agnes Beacon, and to be just on the borders of its stanniferous region. These mines are immediately west of Tywarnhaile, Wheal Music, and Wheal Ellen Mines, the whole of which I had examined for the purposes of a property immediately east, and, therefore, may in some measure be prepared to speak of the identity of the lodes passing through this sett. The killas is traversed by elvan and flookan courses, the latter of which act in a remarkable manner on the east and west lodes; its bearing is north and south, and it is productive of considerable quantities of silver-lead ore. The sett is surrounded by mines of great repute on every hand, and is in the centre of a locality that has produced within a radius of half a mile more than three millions worth of metal, and one million profit. The sett is very extensive, and is held under a grant of 21 years from the Hon. J. Basset, at 1-15th dues above adit, and 1-18th below, with no rental or surface damage charge. I proceeded to examine the mine by descending at Hocking's shaft to the 30, over a good and safely-constructed ladder-road; this is termed the shallow adit, though it does not appear to have an exit. A cross-cut of 11 fms. east reaches the winze sunk to the 40; this winze is well secured with timber all the way, is as close as a box, and must have been very expensive in its construction. The 40 is the deepest part of the mine, being the water level or deep adit, which has been brought up from the sea beach, a distance of three quarters of a mile. The north and south, or lead lode, has been driven 110 fms. south from Hocking's shaft, and lead ground passed through for about 7 fms.; the end is at present stopped, until the new shaft now sinking in the 30 be got down to this level; in the end is a promising lode about 1 foot wide. By continuing this level south Wheal Music and North Wheal Ellen lodes will be cut. At 95 fms. from Hocking's shaft the new south lode has been found, and driven on west 17 fathoms; the lode consists of quartz, blende, and copper ore; the tribute ground passed through is about 8 fms. in length; this will be wrought to advantage when the winze from the 30 near this place shall have been holed. The winze is down 7 fms. from the 30, but the air is so bad that the men cannot work therein; to facilitate and complete this necessary task a rise is being put up against the sink from the 40; this is presumed to be about 3 fms. distant at this time, as "sounding" indicates the near approach of the rise to the bottom of the winze. At 11 fms. south of this the lode has been driven on east 2 fathoms; the lode is about 10 in. wide, composed of blende, copper, and mundic, with killas—a settled lode, much more so than on the western lode. The north and south lode is a flookan, and heaves the south lode 11 fms. to this place—a large dislocation, but most certainly the same lode as that driven on west. These observations comprise the works in the 40. I then went up a winze closely timbered and divided to the 30. The lead lode here has been driven on south for 2 or 3 fms. only, and a rise has been put up in the back of the level at this place; it yields good work for silver-lead ore in the flookan, and is now worth about 2½ cwts. of lead per fathom. A cross-cut has been most judiciously driven 2 fms. east, so as to continue the exploration south in the country, and cross-cut to the north and south lead lode at intervals, so that if any east and west lodes occurred, as they are known to exist they must be cut, they might not be passed over without detection: 5 fms. from this the new shaft has been sunk to this level, and is now complete, slide for kibble and pent-house perfect, large plat cut, and six men now engaged sinking the shaft to the 40; the price for sinking is 3l. per fm. only, a price at which I confess I am astonished. A cross-cut west is being made to cut the lead lode at this place; price 2l. per fathom, and 3 fms. will reach it. The level has been driven 7 fms. south of this shaft, but at present 3 fms. from it. The new lode was cut, and driven on 3½ fms. east; the lode is from 18 in. to 2 ft. wide, containing blende, copper, quartz, and prian—a good and promising lode. At 1½ fm. from the winze north, and on the west, a cross-cut has been put out for 1½ fm. on an east and west lode, composed of quartz and flookan, with stones of very rich copper ore; a string or leader of 2 in. solid is here, from which excellent stones of ore were taken; I shall by all means advise this to be vigorously prosecuted. At 3 fms. from the winze, the new south lode has been driven on west 20 fms.; from this large quantities of copper ore have been raised and sold. Two stopes are working here in the back of the level, and two men are driving east on a good lode of blende and copper, worth from 7l. to 8l. per fm. for the latter. In the 20, east of the new shaft, one man and a boy work on the lead lode driving south; the lode here yields good produce for lead. The lead lode has been driven on to Hocking's in the 30 by former workers, and the riches removed. In the 30, at Hocking's shaft, a level has been driven to cut the Rock or Tywarnhaile great lode; this was done, and the lode driven on for 12 fms. west; the lode is large, consisting chiefly of quartz, blende of very superior quality, with mundic, and spots of lead and copper. A sink has been put down 2½ fms. on the lode, and a rise put up a few feet in the back. I am surprised that no tributers take these pitches; in many places they would be readily accepted at a good tribute. In the 20 the Rock lode has been driven on for a few fathoms, and is similar in its constitution to that described in the 30. This completed the examination of the mine. On the surface are four good whims, which are the only machines on the mines. The underground works are well secured, the chief expense being in timber; the ground is heavy and dangerous. I consider the mode in which the captains manage the mine very economical, too much so to make so much progress as I could like to have seen towards the grand ultimatum of your desires—the discovery of the great lodes known to be in your sett. The works now in progress—sinking the shaft from the 30 to the 40, and the winze—will greatly facilitate the works, and enable you to raise the ore at present discovered at an easy rate, as well as ventilate your mine; but I would urge on you the absolute necessity of pushing on your works south for discovering; this may be easily done as soon as your new shaft is down, when the cost of drawing and wheeling will be considerably lessened, and when, from all I can see and hear, I think, having 40 fms. of backs on such splendid lodes, you will be amply repaid for your trouble. If any great discovery be made it will be necessary for you to have an engine, but there is ample room at present for procedure without, and should the Tywarnhaile go to work as is reported, you will be a long time before you will require one. I do not see you can work your mine on an easier, more economical, or better plan underground then at present.

BEDFORD CONSOLS.—J. Mitchell, Sept. 16: The lode in the middle adit level is about 3 feet wide, and producing occasionally stones of copper ore; the ground is spare for driving at present, and in consequence of the air being rather dead the progress is slow.

BOILING WELL.—J. Delbridge, Sept. 11: At the engine-shaft, sinking below the 60, we are making good progress; the shaft is sunk below the level about 4 fms., on a large lode, yielding stones of lead, blende, and copper ore. In the 60 west the lode is 5 feet wide, producing stones of blende, and a little lead, with stones of copper ore. In the 60, east of King's, the lode is 15 in. wide, yielding a little lead. In the 50 east the lode is 2 feet wide, yielding some very good work for lead and blende—1½ ton per fm. The 50 stope, over the 50 end, yields 1 ton of blende per fm., with a little lead. In the 40, east of Austin's, the lode is 1 ft. wide, yielding some good work for lead and blende—good tribute ground. In the 30, west of south lode, the lode is 1 foot wide, producing mundic and quartz, with stones of ore. In the 20, east of Syrett's, the lode is 1½ ft. wide, with spots of lead, but not to value. At Austin's shaft, below the 40, the ground is very soft for sinking, and we are looking out for a more favourable stratum. At Fielding's shaft, below the 10, the ground is good, and the lode 20 in. wide, spotted with lead. In the 20 cross-cut, south of Austin's, the ground is favourable, and we expect in about 3 fms. to cut the south lode at this point. In the rise above the 20, west of Austin's, the lode is 15 in. wide, yielding some good work for lead; as this piece of ground is in whole from the 20 to the surface, it is desirable to prove its value. Our tribute is without change to notice. Our setting and pay went off well.

— Sept. 15: We have a good lode of lead and blende in the 50, east of King's, and the 40, east of Austin's, is looking well. We are pushing on with all speed.

BRONFLOYD.—M. Barbary, Sept. 14: There is no alteration here, with the exception of our having cut about 2 ft. into the south, or caunter lode, by the cross-cut from the 17; and so far the lode is of a promising character, composed of quartz and clay-slate, with a fair mixture of ore. I expect, however, we have yet several feet to cut through the lode; when done I will inform you of its yield per fathom. Dressing and surface operations proceed satisfactorily.

BRYNTAIL.—J. Roach, Sept. 16: The 10 east, which is still driving in the middle of the lode, has improved since reported upon last week; the forebreast is now 4 feet wide, and worth for lead ore full 10l. per fm.; there is also ore in that part of the lode standing north of the level, but to what extent has not yet been ascertained. In consequence of the very sultry weather that has prevailed for the last few days we have been deficient of air in the 25 cross-cut, driving north from perpendicular shaft, consequently but little progress has been made in driving during the past week; the present mode of ventilation is by windsails erected over tubes of zinc pipes, which have hitherto had the desired effect; should this fail in future, I intend to put the air-machine to work, and drive it by a small water-wheel we have on the mine.

BULLER AND BERTHA.—W. Goss, Sept. 16: I have nothing special to report this week; the character of the lode in the 10 end continues without much alteration. About 12 fms. east of the shaft I find the side of the level becoming green with the carbonate of copper ore. I shall cut into this place and sink a little, as it may possibly lead to something of great value.

BWLCH CONSOLS.—R. Northey, Sept. 13: The water at Pwllthrynaid is in fork, and we have again resumed the driving of the 70, which is worth 10 cwts. of lead per fm. The stope in the back of the 70 is worth 12 cwts. per fm., but the air is very bad; we are putting down pipes, which will help us a little, until the winze is holed from the 60 to the 70, which will ventilate that level, and enable us to work with more dispatch. The winze in the 60 is down 3 fms. 2 ft.; the lode is 4 ft. wide, worth 15 cwts. per fm. The lode in the 60 is split into several branches, which is composed of killas, jack, and occasional spots of lead. The stope in back of the 40 is worth 9 cwts. per fm. The lode in the 40, at the old mine, is 2 ft. wide, no lead to value. We are getting on quite as well as I anticipated in repairing and forking the water in the old mine, but it will take a great deal of time and labour. The pullies and part of the timber for the stands are delivered.

BWLCHSTELLAN.—R. Northey, Sept. 10: The men have taken the shaft to sink at 12l. per fm.; we are sinking by the side of the lode, and, of course, cannot say much of its value. The stratum is very congenial for lead.

CARADON CONSOLS.—Wm. Rich, Sept. 14: We have met with water in sinking Thomasine's engine-shaft, but we are still continuing the sinking, by nine men, as fast as possible, and hope to keep the water under with the horse-whim until the engine is repaired, and the flat-rods completed.

CARDIGAN CONSOLS.—J. Sanders, Sept. 14: During the past week the winze below the 10 west has been communicated with the 20, and Saturday being our pay and setting day the following bargains were set:—The 20 to drive west, by six men, at 9l. per fm.; this end is poor at present, but there being only 3 or 4 fms. to drive to get under the bunch of ore that has been worked away from the 10 to the surface, it may be expected that an improvement will be met with in this end very shortly. The 10 to drive west, by four men, 2 fms. stent, at 50s. per fm.; the ground in this end is very much altered, being composed at present of soft clay-slate, intermixed with spar, and some white lead ore occasionally. The lode is at present very much disordered, but I expect by driving 2 or 3 fms. the lode will get settled again. The 10 to drive east, by four men, at 8l. 10s. per fm.: the part of the lode now being carried in this end is looking very promising, producing stones and strings of very rich ore occasionally, but not sufficient as yet to set a value on. No. 1 cross-cut, 15 fms. west of engine-shaft, to drive north, by four men, at 8l. per fm.; this cross-cut has been driven 1 fm. 3 ft. from the side of the level, but no ore to value has been met with as yet. It may not be amiss to say that the lode in this place, as well as in many other parts of the mine, is very wide, having been groved in different places from 50 to 60 ft. wide, so that a level or winze 5 or 6 ft. wide can be but a small trial of it, in consequence of which it is necessary to have the lode well cross-cut in order to prove it. No. 2 cross-cut, 70 fms. west of engine-shaft, has been driven south from the side of the level 1 fm. 4 ft., where part of the lode has been met with, producing some rich strings of ore, which is looking very promising; the ground below this place has been stoped away from the 20 to within 3 or 4 feet to the bottom of this cross-cut; before driving this cross-cut any further, I intend to make a hole from the cross-cut into the old stopes, where we shall be able to put a great quantity of deads, and save the expense of drawing it to the surface, and also throw a great light on the manner this piece of ground may be worked away, if it may be thought advisable to work it away. The winze sinking below the 13, west of footway shaft, is sunk to the depth of 8 fms. 3 ft., below the level, which is very near the depth required to communicate with the 20, where there is a cross-cut to be driven about 4 fms. to get under the winze which is suspended, and the cross-cut, which is No. 3, is set to drive by four men, 1 fm. stent, at 4l. No. 1 stope to stope in the back of the 10 west, about 5 fms. from the present end, by four men, at 3l. 10s. per fm. No. 2 stope to stope west of the winze, which is communicated from the 10 to the 20, which may be called the cross-cut winze, by four men, at 4l. 10s. per fm. As those stopes are not yet laid open, I cannot say at present the quantity of ore they will yield per fm., but I hope to be able to do so in the course of a week or two. The tribute pitches were set on Aug. 14 for two months, consequently there was no tribute set on Saturday; there are only two pitches working at present; there were three set on Aug. 14, but one of them is become very poor, and the men gave it up at the end of one month. We sampled 20 tons of lead ore yesterday at Aberystwith.

CARDIGAN SOUTH BOG.—J. Kemp, Sept. 15: The sinking Phillips's shaft under the 10 is progressing favourably, with occasional good stones of ore, and is bearing a very healthy appearance. The 10, west of Phillips's shaft, is much the same as last reported. —Brynhope: In the 18, east of engine-shaft, the lode is 3 ft. wide, composed of killas, quartz, lime, spar, blende, and lead. The surface operations are progressing satisfactorily.

CARMARTHEN UNITED.—R. Sanders, Sept. 14: Harrison's engine-shaft is 8 fms. below the 12; the lode is still very wide; the part we are carrying (7 feet wide) will produce about ¾ ton per fm. There is still a portion of the lode standing against a wall, and spotted with lead, but will not pay for taking down at present. We have succeeded in holing the rise, which was completed last night, and I am happy to say it has thoroughly ventilated our mine. The same men have resumed driving the 12 north to-day. In driving the cross-cut west we have not met with any lode since the one intersected about 4 fms. behind the end. Should we not meet with any other lode in the course of the next fortnight, I shall conclude the one we intersected last must be the one seen in the wheel-pit, having been thrown very flat towards our main lode: 5 ft. in a fathom must be the underlay to get at the point of intersection in the cross-cut.

CARVANNALL.—W. Roberts, Sept. 14: In the 130 west the lode is 3 ft. wide, composed of iron, prian, and spar, with occasional stones of ore. In the winze sinking under the 118 the lode is 2 ft. wide—tribute ground. The other levels are nearly the same as was reported last week.

CATHERINE AND JANE CONSOLS.—R. Harry: The lode in the deep adit end, driving north-west, is 1 ft. wide, and worth from 2 to 3 cwts. per fm. The lode in the stopes, north-west of No. 4 winze, is about 2 ft. wide, and producing 13 cwts. of ore per fm., a very kindly lode. The lode in the stopes, north-west of the rise, is 3 ft. wide, worth at present 14 cwts. per fm. In the stopes, south-east of No. 3 winze, the lode is 3 ft. wide, yielding 6 cwts. of ore per fm. In the eastern end, driving on the cross-course, the branch will produce 10 cwts. of ore per fm. The lode in the adit end continues 1 ft. wide, and worth at present full 6 cwts. of ore per fm., having a very promising appearance. The 10 tons of ore which we sampled on the 8th inst. will (all being well) be shipped for Holywell on Friday next. We are making good progress in dressing another parcel for the market.

CEFN BRWYNO.—Sept. 15: The water is now all in fork again, and every point throughout the mine is in full operation. The lode in the 80, driving east of the cross-cut, is 8 ft. wide, and the part we are carrying is yielding good stones of ore at times, and the lode looking promising. The lode in the 68, driving east of Taylor's shaft, is 5 feet wide, with a good branch of ore in the bottom of the end, and reaching up for about 2 ft. high in the breast of the end; and from all appearances we are now on the point of reaching the run of ore ground seen gone down in the bottom of the level above; this end will be pushed on with all possible speed by six men. The lode in the two stopes over this level, one 60 and the other 70 fms. west of Taylor's shaft, is 6 ft. wide, yielding on an average about 18 cwts. of ore per fm.; the stope over this level, 10 fms. east of the shaft, is yielding 10 cwts. of lead ore and 5 cwts. of blende per fm.; the lode in the stope over the same, 20 fms. east of the shaft, is 4 ft. wide, producing 8 cwts. of lead ore and 10 cwts. of blende per fm. The lode in the 56, or deep adit level, going east of Taylor's shaft, is 4 ft. wide, intermixed throughout with small branches of lead ore, yielding saving work, and the end is looking kindly; this end is let to six men, and will be driven on with all speed, in order to properly open out the large run of promising ground in that direction. The lode in the stope over this, and 50 fms. east of Taylor's shaft, is 8 ft. wide, yielding at present 18 cwts. of ore per fm. At this point there is still a part of the lode standing to the south side of the workings, which contain several small branches of lead ore, and we have put the men to cut it down, and to throw open the lode to its full width. The stopes over the 56, 40 fms. west of Taylor's shaft, is producing about 12 cwts. of ore per fm.; the lode in the stopes over this level, 50 fms. west of shaft, is 4 ft. wide, producing 10 cwts. of ore per fm. The stope over the 44, 25 fms. east of Taylor's shaft, is yielding at present 8 cwts. of lead ore per fm.; the stope over this level, 90 fms. west of shaft, is yielding 12 cwts. of ore per fm. We have again resumed the driving of the 44 west, in order to lay open a greater length of the western ground over that level to the west of the slide; the lode in this end is 2 ft. wide, yielding good stones of ore at times, and looking promising. Nothing of importance has been met with as yet in the cross-cut north in the 20, but the ground is looking kindly, and still letting out a great deal of water: we must drive on these open fathoms further to properly proved that north ground, and the lode must still be before us. The dressing and all other things here are going on very regular.

COLLACOMBE.—S. Mitchell, Sept. 14: During the last week there has been no alteration in this mine to notice.

COLLEGE.—A. Braithwaite, T. Murray, Sept. 13: Our captain has just come from underground, and reports that he finds a great improvement in all the tribute work—the lodes more kindly. We calculate, provided the work continues as it is now looking, that we shall have this month, with the 4 tons 3 cwts. 1 qr. we have in store, 10 tons.

CRANSTOUN.—J. Browning, Sept. 15: We are busily engaged clearing the 90 deep adit. We shall be in many fathoms in a few days, in fact much sooner than I anticipated; 43 fms. of the shallow adit are now cleared; in about a week we shall reach the copper lode, which Mr. Bennetts told me produced 20 to 30 per cent. of copper.

CROWNDALE.—J. Richards, Sept. 16: In the shallow adit level cross-cut north good progress is being made, and the ground is congenial for mineral. The different pitches continue as last reported.

CWM SEBON.—J. Boundy, Sept. 11: We have nothing new to notice in the 70 end west, or the 70 east, since my last report. I have put the men to open out the north side of the level, in doing which I find a portion of the lode standing about 7 ft. to the north of the one in which we have been driving on this part of the lode; it is about 1 ft. wide, composed of spar, copper, and lead ore; I intend to open a little more on this point to ascertain its value. The lode in the winze sinking below the 60 west still retains its size, character, and value, worth 8 or 1 adl 8 cwts. per fm. In the winze sinking below the 60 east no lode has been taken down. In the 30 cross-cut north we have cut a branch about 6 in. wide, composed of clay-slate, carbonate of lime, and lead ore; the ground here is strongly mineralised. In the 20 cross-cut south the ground is favourable for driving, and we are pushing on with all speed. I have nothing new to notice in the stoping or tribute department. We have now a good supply of water, and all the machinery, together with the dressing department, is in good order.

DALE.—R. Nines, Sept. 16: The driving of the cross-cut in the 43 towards the Pipe vein is progressing very favourably, and every effort is being made to accomplish this important object as soon as possible. The ground in the 26, going towards the Lum, is without alteration. In the 20 going east, on Johnson's lode, we have, to all appearance, intersected a portion of the Pipe vein, from which we are getting some good ore. The stopes in the back of the 20, on Johnson's lode, are much the same.

DEVON AND CORNWALL.—T. Neill, Sept. 14: At the 40 the lode is between 2 ft. and 3 ft. wide, composed of caspel, spar, with a branch of mundic 5 inches wide, with spots of ore, and looking more promising than for some time past. The cross-cut south, at Bastard's level, is still letting out water freely, but the lode is not yet intersected. The stopes in the back of Bastard's level produce about the quantity of ore as for some time past. Driving east at the midway the south lode is 2 ft. wide, composed of spar and copper ore. In a rise in the back of the midway the north lode is worth about 2 tons of ore per fm. The sinking of the shaft at William and Mary progresses favourably, in good ground for mineral.

DEVON BURRA BURRA.—J. Lord, Sept. 16: The ground in the 40 end east is much the same as when last reported; now set at 6l. per fathom. I am glad to inform you I broke from the 22 fm. level, at White's shaft, yesterday a kibble full of the largest and best stones of black and grey copper ore that have ever appeared in the mine. This appears to be thrown south by the cross-course from a large lode further north; this end is driving at 2l. per fm. by six men, and they are making good progress.

DEVON GREAT ELIZABETH.—W. Goyen, Sept. 11: The walls of the wheel-pit are completed, and a very strong and good piece of work it is, and there is great praise due to the contractor. The engineer may commence erecting the wheel at once, for the paving the bottom of the wheel-pit can be done without interfering with the engineer's men. At the lobby to the wheel-pit there has been 16 sets of timber put in and covered, which I think require no further securing for the present. At Allen's engine-shaft there have been five sets of timber put in, and a dam made for the purpose of keeping up the surface water. We shall resume sinking again on Monday next.

DEVON WHEAL BULLER.—F. Bennetts, jun., Sept. 15: Saturday last being our setting-day, the following bargains were let:—The cross-cut south from the engine-shaft by three men and three boys, at 6l. per fm. The 56 to drive west of the engine-shaft by two men, at 3l. 15s. per fathom; the lode in the end is composed of quartz, mundic, and peach, and averages about 12 ft. wide. A rise in the back of the 44, west of engine-shaft, by four men, at 3l. 15s. per fathom; the lode is 20 in. wide, composed of quartz, mundic, and copper ore, yielding about ⅙ ton of ore per fm. A winze to sink in the bottom of the 32, west of the engine-shaft, by four men, at 4l. 10s. per fm.; the lode in this winze is 20 in. wide, and will yield about ⅓ ton of ore per fm. The 32 to drive east of the engine-shaft by one man and one boy, at 2l. 10s. per fm.; the lode in this end is 18 in. wide, composed of peach, mundic, and stones of copper ore. A rise in the back of the 32, east of the engine-shaft, by two men, at 2l. 10s. per fm.; the lode is small. A stope in the bottom of the 32, east of engine-shaft, by two men, at 1l. 10s. per fm.; the lode in this stope yields ⅓ ton of copper ore per fm. A cross-cut south at the 20, east of engine-shaft, by two men and two boys, at 2l. 15s. per fathom; this cross-cut has intersected a branch, but there has not been sufficient done to prove it as yet.

EAST CAPS BREA.—T. Glanville, Sept. 15: There is no alteration to report.

EAST ROSEWARNE.—J. James, Sept. 11: In the 43 cross-cut the ground is much as last reported, and the water issuing freely. We have done but little in the 33, west of Matthew's, this week, as the men are rising in the back to prove the lode. The lode in the rise is in several parts, and unproductive. In the 22 east, on the north lode, the lode is 1 ft. wide, composed of a very kindly spar, mundic, and copper ore—tribute ground. In the winze sinking below the 12, on the same lode, the lode is 8 in. wide, worth 4l. per fm. for copper. We are making good progress in sinking Hallett's shaft. Our tribute is without change.

EAST WHEAL FALMOUTH.—Wm. Hancock, Sept. 14: The 20 west, on Chennall's lode, will produce 6 cwts. of lead and 3 cwts. of jack per fm., and gradually improving; this appears to be a new shoot of ore, and we have commenced to sink a winze 3 or 4 fms. behind the end, when I hope by this time next week to see a good lode in it; the stopes in bottom of this level, on the latter lode, will produce 9 cwts. of lead and 3 cwts. of jack per fm. The stopes north of the winze, from the 20 to the 30, will produce 9 cwts. of lead and 6 cwts. of jack per fm. The stopes south of the said winze will produce 6 cwts. of lead and 3 cwts. of jack per fm. The 30 west, on Chennall's lode, is just as last reported, lead and 3 cwts. of jack per fm. The 30 east, on the caunter lode, is just as on my last; lode split in branches by a cross branch and slide.

EAST WHEAL RUSSELL.—J. Goldsworthy, Sept. 16: The ground in the 88 is rather hard, and our progress at this time is slow. The part of the lode carrying is about 2½ ft. wide, of a promising character. There is no change at Homershaun's shaft to notice since last reported; or in any other part of the mine.

EAST WHEAL TOLGUS.—Sept. 11: Redruth Consols Lode: The lode in the 46, east from the engine-shaft, is small and unproductive. We have cut into the lode in the 34 east about 6 ft.; it consists of peach, spar, caspel, with stones of tin and stones of copper ore; we have no regular wall to the south where cut into. We have now put the same pare of men to rise in the back against John's shaft. John's shaftmen are cutting platform to rise in the back against John's shaft, and is improved since last reported, at the 22. The lode in the 22 east is 2½ feet wide, and is improved since last reported, and is now yielding 1 ton of ore per fm., and kindly for further improvement. The lode in the stope west of Stephen's winze, in the bottom of the 22, is yielding 2 tons of ore per fm. The lode in the 12, east of John's shaft, is 2 ft. wide, and producing stones of ore. In the stope in the back of the 12, west of John's shaft, the lode is yielding 1½ ton of ore per fm. In the stope in the back of the 12, yielding 6 tons of ore per fm. The stope east of John's shaft, in the back of the 12, is yielding 6 tons of ore per fathom. The ground in the 12 cross-cut south is just as it has been for some time—rather hard. In the adit end east of the engine-shaft, on the north lode, the lode is 8 in. wide, producing occasional stones of ore.

FRANK MILLS.—J. P. Nicholls, J. Cornish, Sept. 15: The east lode, in the 84 north, is rather smaller than last reported, and not quite so productive, yielding from 4 cwts. to 5 cwts. of lead ore per fm.; the same lode, in the 84 south, has rather improved in appearance; the west lode, in the 84 north, is still productive, yielding from 4 to 5 cwts. of lead ore per fm. The 72 north, on the western lode, is unproductive of lead ore to value; the ground in the 72 cross-cut, west from the south end, on east lode, is favourable, but we have not yet reached any other part of the lode. We have commenced a winze in the bottom of the 72 north, on the east lode, where the lode is 18 in. wide, yielding from 6 to 7 cwts. of lead ore per fm. In the 60 cross-cut, west from south end on east lode, the same remark will apply as that on the 72 cross-cut. In cross-cutting east in the 60 from the main part of the lode, we have intersected many branches of lead, blende, &c.; it is still in mineralised ground. All other tutwork bargains are much as usual. At present we have 11 tribute pitches, working at the following tributes:—One at 2l., one at 2l. 2s., one at 2l. 5s., two at 4l. 15s., four at 5l., one at 5l. 5s., and one at 8l. 10s. per ton, by 28 men. These pitches are yielding from 1½ to ¼ ton of lead ore per fathom. We have 50 tons of ore dressed towards our next sampling, and a large quantity of work on the floors to dress, which we are proceeding with as fast as possible.

GAWTON COPPER.—J. Gill, Sept. 15: The lode in the rise in back of the 50 west is from 5 to 6 ft. wide, producing good stones of copper ore, and letting out a great deal of water. In the 50 east the lode is about 1 ft. wide, and its character is much the same as for some time past. In the stopes below the 24 the lode is about the usual size, from 4 to 5 ft. wide, worth 10l. per fm. The lode in the pitch in back of the 36 is worth 8l. per fm. No alteration in any other part of the mine.

GELLERHEIRON.—R. Northey, Sept. 11: The lode in the 40 is 4 ft. wide, composed of killas, jack, and lead. The lode in the rise in the back of the 30 is worth 10 cwts. per fm. The lode in the winze in the bottom of the 20 is 2 ft. wide, no lead to value. The lode in the 20 west is 3 ft. wide, with a mixture of lead. The stope in the back of the 20 is worth 15 cwts. per fm. The stope in the back of the 8 is worth 7 cwts. per fm. On an average I never saw the stopes looking better. We are getting on with the fixing of the crusher as fast as possible.

GERNICK.—J. Barratt, Sept. 14: Since my last there is no change in the lode to report on. In the 36 end, east of flat-rod shaft, it discharges considerably more water; probably the reason of this is we are getting near the junction of elvan and killas, at which point I think we may expect a change in the lode, and an increase in the water.

GOGINAN.—Sept. 15: The lode in the winze sinking below the 60, or deep adit level, 40 fathoms west of Bryn-pica shaft, is large, and the part we are carrying in the winze is yielding full 1 ton of ore per fathom; this winze is in a good course of sinking, by six men. The lode in the winze sinking below the same level, about 80 fathoms west of Bryn-pica shaft, is 4 feet wide, and of a very promising appearance, now yielding 1 ton 5 cwts. of ore per fathom. The character of the lode in this winze is very much changed within the last 3 fathoms in sinking, the lode is become much harder, and the ore has changed its character altogether; it is now a beautiful steel-grain ore, the same quality as in the old mine. These two winzes appear to be much improving as they go down, and the lode is getting much stronger, and, from all appearances, we are likely to open out some good ore ground in depth. I am pushing on these points with all speed, in order to get a 10 fm. level east and west from these winzes, to lay open and prove the ground to as great a length as possible at that depth in a short time. We have a great length of ore ground gone down in the bottom of the 60 fm. level, and if it should prove productive in depth, and I have a very strong opinion that it will, as the lode was generally better in going down in the bottom of the level than it was in the back when the level was driven through that ground; however, a 10 fm. level below the 60 will throw a great light on this point. We shall be able to commence to drive the 10 east and west of the western winze in about a fortnight or three weeks from the present time. The tribute pitches over the 60 are without alteration since my last report. The pitches in the old part of the mine are looking much as usual, still yielding some pretty good ore, the particulars of which I shall give you next week, after our settings on Saturday next. Nothing of importance has been seen in the cross-cut south from the 60 since my last report; the ground is a little easier for driving. The cross-cut south from the boundary shaft, in the 55, is progressing favourably, by six men, and there is a great quantity of water issuing from the present end, which looks favourable for being near a lode. The tribute pitch in the bottom of the deep adit level, at Level Newydd, 50 fathoms west of the cross-cut, is yielding 15 cwts. of ore per fathom. The dressing, &c., with all other things connected with our proceedings, are going on regular. Our large, or upper pool, is now full of water, and running over.

GREAT ONSLOW CONSOLS.—G. Rickard, Sept. 16: There is no important change in the lode in whim-shaft. In the 87 west the ground is somewhat improved. In the 107 east the ground continues very favourable for driving through. Not much change to notice in the lode. The ground in the 107 west is improving. There is also a slight improvement in the lode.

GREAT SOUTH TOLGUS.—J. Daw, Sept. 15: Friday last was setting-day. The lode in the 90, east of Lyle's shaft, is 2 ft. wide, producing 1 ton of copper ore per fm.; set to four men, 4 fms., at 4l. per fathom. In the 90 west the lode is 2½ ft. wide, producing 3 tons per fm.; set to three men and three boys, 4 fms., at 3l. per fathom. In the 80 east the lode is 1½ ft. wide, producing a little ore; set to six men, 3 fms., at 6l. per fathom. In the 70 west the lode is 1 ft. wide, unproductive; set to two men and two boys, 4 fms., at 2l. 10s. per fathom. In the winze sinking below this level the lode is 1 ft. wide, producing some good ore; set to four men, 4 fms., at 3l. 10s. per fathom. In the 60 the lode is small and unproductive; set to two men and two boys, 4 fms., at 3l. 10s. per fathom. In the winze sinking below the 50 the lode is 1 ft. wide, producing 1½ ton per fathom; set to two men and two boys, 3 fms., at 4l. per fathom. In the 40 the lode is 1¼ ft. wide, producing 1 ton per fathom; set to two men and two boys, 4 fms., at 3l. per fathom. Set the 70 cross-cut to drive south, by four men, 4 fms., at 4l. per fathom. The 70 cross-cut to drive north, by two men and two boys, 4 fms., at 3l. 10s. per fathom. The 70, to drive west on new lode, by

to reach the point expected, which is the continuance of the ore gone down in the 60; the men have driven 5 ft. this last week in the 70. The lode in the 60 is still producing some good stones of copper, and has still a very promising appearance; there are two men employed in this level, and have driven 2 fms. in the past week. Our machinery is working very well.

GREAT WHEAL BADDERN.—John Jenkin, Sept. 14: We have intersected the main lode in the 61 about 8 fms. east from the junction of the caunter; lode 2 ft. wide, containing lead, mundic, and white iron, and looking very promising; after it has been opened a few fathoms we shall be able to ascertain its value more correctly. In the drivage and stoping on the caunter, in the back of this level, the lode is 18 inches wide, worth 1 ton of lead ore per fathom. Every other operation throughout the mine is progressing satisfactorily. We are using every means possible to accumulate as much lead ore as we can for our next sampling, which we intend to take place the end of this month.

GREAT WHEAL BUSY.—J. Nancarrow, Sept. 11: The engine-shaft presents just the same appearance as last week for copper, but is not improved for tin, and is worth for the length of the shaft 28*l.* per fathom. The lode in the 100 east has improved, and is worth for tin and copper 20*l.* per fathom. The 100 west is cleared out, and the lode appears tinny, but before we commence driving, a plat must be cut, and air brought to the end. The lode in the rise under Offord's shaft is 3 ft. wide, composed of tin, peach, and capel, worth 27*l.* per fm. The 90 east, the 80 west, and the 50 cross-cut are without alteration. At a shaft at Wheal Seymour, sunk from the surface to a depth of 12 fms. by tributers within the last month, there is a fine looking gossan lode, on which they have broken, and are still breaking, some very good ore, and although this lode is believed to have been worked on below, still it may be considered a discovery of some importance. We are now feeding all the boilers at Harvey's engine with good water, and shall get the same kind to condense the east whim-engine shortly. The shaftmen are making good progress in cutting down Reid's shaft, but the masons have been hindered a little this week by the rains. I have set the carpenter and smiths' shops and yard to build, which will be commenced on Monday, and on Tuesday we intend to set the building of the whim-engine house, boiler-house, &c. Two of the boilers will be brought from Halamanning to-day.

GREAT WHEAL MARTHA.—T. M. Penaluna: Our operations have been delayed for some time, owing to a difficulty with respect to a small piece of freehold ground through which our main level had to pass; but this I am glad to say has been arranged, and the men can now proceed with the driving; and I expect the lode will daily improve as we get higher backs.

GWYDYR PARK CONSOLS.—H. Rawson, Sept. 16: In driving the cross Mawr level the lode is about 18 in. wide, containing a mixture of lead ore; and on the old hanging wall about 6 in. wide of spar, not containing ore at present. I expected to reach the junction of Gore's lode by this time; however, both lodes are gradually nearing each other, therefore I think we shall not be long getting to it.

HAWKMOOR.—J. Richards, Sept. 13: In the 60 the lode is 2 ft. wide, of a very promising character, producing some fine stones of capel, fluor-spar, and spots of copper—the kindliest looking lode I have seen in the 60. In the 40 east we have taken down the lode, and I am glad to say it still looks well in the present end, which is 10 fms. east of the cross-course; the leader part of the lode is worth 2 tons of good price copper ore per *fm.*—At West Hawkmoor, we are driving the south cross-cut end with nine men; present price, 16*l.* per fm.

HINGSTON DOWN CONSOLS.—W. Richards, Sept. 15: The lode at Morris's shaft is looking more promising than it has for some weeks past, carrying more ore between the heads of a very rich quality, but not enough to value. In the 110, west of Doidye's, the lode is large, but at present poor. The lode in the 100, west of Morris's shaft, is very large and promising, composed principally of mundic, quartz, and capel, interspersed with ore throughout, and still letting out a large quantity of water, which is a good indication. In the 75 east the lode still continues very large and orey, but not rich; the same remarks will apply to the 65 fm. level east. Other points of operations are without change to notice.

HOLMBUSH.—N. Seccombe, Sept. 14: The lode in 145, west of cross-cut, still holds good, producing 2 tons of ore per fm.; the stopes in back of this level are producing over 1 ton of ore per fm. The stopes in the bottom of the 145, west of cross-course, are yielding 1½ ton of ore per fm. In the 160, east of diagonal, the lode in the ends, east and west of the cross-cut south, are yielding over 1 ton of ore per fm.; we have set the stope in the back of this level by six men. In the 160 west the men are again driving south; the lode is not yet discovered; the stopes in back of this level, east of the great cross-course, are yielding 1 ton of ore per fm. In the 145 west, on flap-jack, the lode is much the same as last reported; in the rise in back of this level the men have cut through the slide mentioned in my report of last week, and discovered the lode over it; but it has not been sufficiently opened on to ascertain its value. In the 132 south, on lead lode, the lode in the end continues to produce large quantities of fluor-spar, containing branches of silver-lead ore; the stopes in the back of this level are much the same as the end.

HUCKWORTHY BRIDGE.—J. Key, Sept. 16: The lode at the shaft still continues its size and character, looking well.

KELLY BRAY.—S. James, Sept. 11: The lode in the 135 east is about the same character as last reported on, 1 ft. wide, composed of quartz, fluor-spar, mundic, and spots of ore. There has not been any lode taken down in the stopes in back of the 85 west during the past week. The lode in the winze in the 45 west is still worth 30*l.* per fm. for the length of the winze (12 ft.) There is no alteration worthy of notice in the lode in the 45 east since last reported on, it is yielding rich stones of ore, but not enough to value, a kindly lode. The tribute department has somewhat improved in the past week; the lode is looking better in back of the 115 west, and also in back of the 45 west, so, if our prospects continue as they are, we may calculate on having a fair sampling at the end of the present month.—Eastern Mine: Watson's engine-shaft has been sunk 1 fm. 3 ft. below the 50, and we intend to commence fixing a plunger in the above level next week, as we have got most of the materials on the mine that will be required to complete the work, which we hope to finish before the rainy season sets in, and when done our pitwork will be in good working order from surface to bottom of the mine. In the 40 cross-cut, north from Watson's shaft, there has been good progress made during the past week, and several branches met with, all underlying north, which causes us to think the main lode is still further north, as we have always found it to be the case in the western mine; the branches dip towards the lode, and there are upwards of 7 fms. to drive the cross-cut to get perpendicular, where the lode was opened on the back.

LACKAMORE.—Sept. 12: The stope over the 24 has been rather poor, but is again somewhat improved, and so also is the stope in the 34 improved. The other pitches, &c., are without alteration to notice. In the 54, west of engine-shaft, we have a large and kindly lode, spotted with copper, but not enough to value. In neither of the cross-cuts have we met with any change of late. The dressing and other necessary surface works are going on favourably, although we could not do much for the past week; and we had almost incessant rain. We have 30 tons of ore delivered at Limerick, and about 4 or 5 tons clean on the dressing-floors.

LADY BERTHA.—J. Metherell, Sept. 15: Moyle's engine-shaft is down for a 41 fm. level, and to-day we have commenced putting in the sollars, after which we shall cut down the skip-pit, divide and case the shaft, put in the skip-road for drawing, &c. Carter's winze, in the bottom of the 20, is down 1 fm., and we are now taking the lode, which is worth 4 tons of moderate quality ore per fm. This winze is 13 fms. 3 ft. west of Robins's winze. Lamin's pitch, in the back of the same level, is worth 2½ tons of good ore per fm. There is nothing else new throughout the mine.

LADY ELIZA (near Llandovery).—Jas. Richards, Sept. 11: I have, by your request, been to see the above mine, and I must candily confess I was agreeably surprised to find such a property. The first thing that attracted my attention was the great altitude of the hill, enabling you to drive a level at a very great depth on the course of the lodes already discovered. When I arrived at the top, I found a trial shaft sunk about 3 fms. deep. Judging from the character and underlay, I consider this to be a large cross-course running directly north and south. This sett is very extensive, embracing several lodes of great promise, two of which have been operated on to some extent. The first lode I saw was a north and south one on the side of the hill; this lode have been so far developed by means of a open cutting and a trial shaft about 5 fathoms deep from surface. The lode in the end approaching the hill and in the bottom presents a splendid appearance, and is about 3 ft. wide, chiefly composed of flookan, a quantity of congenial gossan, with some splendid stones of lead ore; this lode is highly mineralised, and from the present indications it will produce large deposits of ore at and near the junction. The ground in which these lodes are embedded is highly congenial, being a light blue killas, and showing evident indications of its producing large deposits of ore. About the middle of the sett, between the two hills, there is another lode bearing east and west, which have been opened on in several places on the back; this lode is about 4 feet wide, presenting indications sufficient for any miner to conclude that it will be one of great promise. I broke myself, only 4 feet from surface, some good work; there is evident proof of this lode being a productive one in depth, as all the ore they are raising in the mine immediately to the west is from this lode; consequently I would call your special attention to the following important points:—The sinking of the shaft a little distance from the junction of the two lodes so as to command them both, in order to accomplish which a water-wheel is required; the shaft should be sunk from 20 to 30 fms. from surface; also drive to intersect the two lodes; and continue on the course of the north and south lode under the old workings. As soon as the work is accomplished you will at once have a first-rate mine laid open. In conclusion, I beg to say it is my opinion that if this mine is properly operated on it will soon be placed on the Dividend List. Such a property is rarely to be met with.

LEWIS.—W. Bishop, Sept. 6: At the skip-shaft, sinking under the 120, nothing new. The 120 east is producing low quality stuff. We have cut the south lode in the 120, lode small and poor, much the same as it was in the 110 near the cross-course. The winze sinking under the 110, on the south lode, is worth 30*l.* per fm. The 110, on the same lode, is worth 8*l.* per fm.; the rise over on the new part is worth 6*l.* per fm.; sufficient has not been done in this part to prove if this is worked on in the 100, and in the levels above; should it not be, we think this is likely to yield a great quantity of tin. Nothing new in any other part of the mine since our last, except that the stopes over the 110 are not yielding so well as they did, consequently our returns this quarter will not equal the last.

MOLLAND.—T. Bennetts, Sept. 15: In the 32 west we have a large promising lode, worth 8*l.* per fm.; in the same level east the ode in the bottom of the end is not so good as it was last week, this part having come in contact with the hard floor of ground; but in the back, and about 3 ft. down in the end, it's much the same as last week, and worth about 5*l.* per fm. The hard floor, as seen in the end, is not carrying its head so far south as it was when first seen at the shaft, but running nearly parallel with the course of the lode, and hence I think we may reasonably expect the lode will be carried with it a considerable distance. In the 20 east the lode is 1½ft. wide, with a small leader of ore in the killas, which, if it holds, will drop into the ide in course of driving. The country is congenial for ore, and hence I see no reason why we should not have an improvement here shortly. In the stopes in back of this level th lode is worth 5*l.* per fm. We have commenced building a small office at the eastern par of the mine. The masonry I have set at 1s. 8d. per perch, and the men to be paid 1s per foot in height for carrying up the chimney.

NEW WHEAL VADDEN.—P. Floyd: At Milldrin's shaft, sinking below the 12 fm. level, the lode is 3 feet wide, worth 8*l.* per fm.; sinking at 4*l.* In the 12, driving west of the said shaft, the lode is 2½ ft. wide, worth 5*l.* per fm.; driving at 3*l.*; by extending this end about 3 fathoms further west we shall intsect the caunter, where we expect a great improvement. At the engine-shaft in the the 20 cross-cut south we have intersected the south lode and cut into it about 18 in., producing good stones of tin, and of a very promising character; we shall see more of this in the course of the week. In the 12, driving east of the new shaft, the lode is 3 feet wie, worth 5*l.* per fm.; driving at 35s. per fathom; by extending this end about 6 fathoms further east we shall come under a run of tin ground that is seen to be gone down in he level above. I am happy to state that our tribute pitches are looking well and the men getting fair wages, and all other work in the mine is going on in a very satisfactory manner.

NEW WHEAL VOR AND EAST WHEAL METAL.—summary of work done since June 1, 1857: Harriett engine-shaft on great north lode sunk ladder-road put in, pitwork fixed and made complete 41 fms.; the 30 drives east on the ode 21½ fms.; same level driven west 15 fathoms; back of this level stoped 4 fms. The 15 driven east 44 fms. 1 ft. 6 in.; winze sunk under the 15 fm. level 6 fms. 3 ft. 6 in.; stoped the back of this level 10 fms. 2 ft.; sunk shaft from surface, east of engineshaft, 10 fms. Shaft on Wheal Vor main lode sunk 15 fms.; an adit level driven west on the lode 12 fms., and communicated with a shaft, cleared 12 fms. Adit cleared and secured, north to Pencraze lode, 260 fms. Shaft on the cross-cut cleared and secured 68 fms. Adit cleared and secured, east on the lode, 359 fms.; driven east 11 fms. 4 ft. 6 in. Cross-cut driven north towards the main part of the lode 4 fathoms. Cross-cut driven north on the cross-course 18 fms. Shaft cleared and secured on the lode 48 fms.; shaft sunk on the lode 8 fms. 5 ft. Adit level cleared and secured, east on Park-an-step lode, 262 fms.; shaft cleared and secured 27 fms. Adit driven east on the lode 15 fms. Adit level cleared and secured, east on Wheal Brumble lode, 172 fms.; driven east on the lode cleared and secured, east on Wheal Brumble lode, 172 fms.; driven east on the lode 26 fms. 2 ft.; sunk a winze below the adit 3 fms.; stoped the back of adit 13 fms.; sunk Lizzie's engine-shaft below the adit 2 fms. (adit, 16 fms.); cleared and secured shaft on the adit 60 fms. Adit shaft, on Wheal Metal lode, cleared and cut open 5 fms.; the same shaft cleared, divided, and cased, ladder-road put in and made complete to the adit level 27 fms. Adit level cleared and cut open 15 fms.; driven east on the lode 34 fms.; winze sunk below the adit 2 fms.; rose in back of adit 3 fms. 4 ft.; stoped back and bottom of adit 12 fathoms; cleared and secured a shaft from surface on the same lode 7 fms. 4 ft.; sunk the shaft 8 fms. 0 ft. 6 in.—Surface Work: A material house and powder magazine, carpenters' shop, smithy, sufficiently large to contain three forges; yard, walls, &c., complete; engine-house, boiler-house, stack, coal-yard, barning-house, containing two ovens have been built; a 30-inch cylinder engine (double) with two boilers, shaft bob, 70 fm. horizontal rods, capstan and shears, and a 16 head steam stamps have been erected; a tin dressing-house, containing several buddles and frame for cleaning tin, is nearly completed; slides and tin spalling floors have been made at Harriett engine-shaft, Wheal Brumble, East Wheal Metal, and Park-an-step; horse-whims have been erected on the Great North lode, Wheal Metal lode, and Wheal Brumble; upwards of 1500 yards of efficient drains for carrying off the surface water have been made; 100 fms. of launders, for bringing condensing water to the engine, have been made and fixed; a reservoir, 80 ft. square, has been built, for supplying the tin dressing-floors with water; half a mile of roads, for bringing materials to and carrying the same to different parts of the mine, has been made; several hundreds lace of hedges and other fences have been made in different parts of the mine. The beforegoing, with a variety of other work, which it is impossible to enumerate, have been completed since the above date. A 40-inch cylinder (double) has been purchased and brought on the mine, and for which an engine-house is now being built at Wheal Brumble.

NORTH BASSET.—T. Glanville, Sept. 15: In the 152 west the south lode is yielding 2 tons of copper ore per fathom. In the 62 west the flat-lode is yielding 1 ton of ore per fathom. In the winze sinking below the 52 the lode is yielding 2 tons of copper ore per fathom.

NORTH BULLER.—T. Glanville, Sept. 11: No change of importance has occurred in any part of the mine since my last report. There has nothing of importance been met with in the 84 cross-cut, driving south of Louisa engine-shaft; the shaft is now sinking on the back of the lode, in a mixture of elvan and killas.

NORTH DOWNS.—Wm. Johns, J. Grenfell: The sinking of the engine-shaft under the 30 is progressing most satisfactorily. In the 30 fm. level, east of the engine-shaft, the floors of spar, as stated in our last report, are entirely disappeared, and the lode greatly improved, yielding 3 tons per fm. In the winze sinking on the north part under this level the water is gradually increasing, and getting to powerful for manual labour; we shall be obliged to suspend operations until the rods are attached to the engine, which is being carried out with all possible speed. The winze sinking under the 20, west of Bennett's cross-course, is looking very kindly, and we have every reason to expect, by the indications shown, to meet with a similar lode in the 30, as remarked above. In the 20, east of Bennett's, there is no alteration since last report, neither in the 20 and 10 cross-cuts south. Our (computed) ores now sampled is 45 tons.

NORTH LAXEY.—R. Rowe, Sept. 14: I have been at this mine to-day. The engine shaft is down 12 fms. 5 ft. below the 12. There is a more favourable level of ground now coming in, and I purpose to continue the sinking. In the 12, driving south, we have an improvement of a nature not seen here before. The regular lode, upon which we are driving, is about 1 ft. wide, a rich gossan and white lead. On the west side of the level another, and almost like a separate lode, has come in about 1 ft. wide, producing good jack and lead. Next week I hope to report further on this important feature.

NORTH WHEAL ROBERT.—Wm. Godden, Sept. 10: There have just been two holes shot into the lode we intersected in the south cross-cut yesterday, which threw out splendid rocks of ore. The size or value we cannot say until all taken down, or more of the lode seen. This is a good discovery. We have found the lode in the 62 west of the cross-course, where it is about 1 ft. wide, with good stones of copper ore so far as seen, and a large stream of water issuing from the lode.

— Wm. Godden, Sept. 12: We are again driving on the south lode west of the cross-course in the 62, where the lode is about 2 ft. wide, composed of capel, quartz, mundic, and good stones of copper ore. We are also driving west of cross-cut on the south lode in the 42, where the lode, so far as seen, is 2 ft. wide, worth 2 tons of good ore per fm. I am expected another improvement ere long.

— James Richards, Sept. 16: At Murchison's engine-shaft, in the 62 cross-cut south, the south part of the lode is intersected and cut through, the leading part of which is 1 ft. wide, composed of quartz, capel, mundic, and stones of ore; the driving is now turned west on the course thereof. In the 52 west a rise is being put up, which we hope to communicate with a winze sinking below the 42 above in eight or ten days from this date. Both the rise and the winze are being carried on the north wall of the lode, which will be taken down after the communication is effected. The lode in the stopes in back of the 52 is worth 2 tons of ore per fm. In the 42 west a cross-cut (Carter's) has been driven south, and intersected the south part of the lode, which proves to be worth 2½ tons of ore per fm.; the drivage is now being continued on its course west, where the lode is of the same value. About 10 fms. to the west of Carter's cross-cut another cross-cut (Gorman's) has intersected the south part of the lode, and the level (42) continued from thence on its course east, for the purpose of communicating with the 42, west of Carter's cross-cut, as speedily as possible. In the 30 cross-cut north the ground continues easy for progress. At the trial shaft sinking below the 42 the lode is promising, being composed of more capel and quartz, with mundic and a little ore occasionally. At the trial shaft, in the 42 west, and west of Scoble's cross-cut, on the south part of the lode, the lode is worth 1½ ton of ore per fm. On the south lode, in the 42 east, the lode yields stones of rich quality ore. In the 42 west the leading part of the lode is 1 ft. wide, composed principally of mundic and a little ore, and is promising.

PEDN-AN-DREA.—Capts. Carpenter, Delbridge, and Thomas, Sept. 11: We have cleared up the engine-shaft 6 fms. below the 90, and have not seen the bottom yet. We have cut the engine lode in the 90 west from engine-shaft, west from the cross-course; it is about 3 ft. wide, composed of spar, peach, and stones of tin—a very promising looking lode: we have seen enough of it to report its value. The 68 rise west is worth from 8*l.* to 10*l.* per fm. The 55 east and west, on new lode, is still in a disordered state, not being out of the influence of the cross-course. All other operations throughout the mine are progressing as fast as circumstances will admit of. We have sold for Aug. 24 tons 19 cwts. 2 qrs. 16 lbs. of black tin, realising 1614*l.* 8s. 1d.

PEMBROKE AND EAST CRINNIS.—J. Dale, G. T. Trewren, Sept. 14: In the 162 cross-cut, south of Reid's shaft, the ground is of a favourable character for mineral. In the 112 end, east of Smith's shaft, the lode has formed a splice, and is at present small, letting out a great deal of water. The lode in the stopes in back of the same level, east from footway winze, will produce 2 ton of ore per fathom. The stopes in back of same level, west of winze, will yield 1½ ton of ore per fathom. In the 100 end, east of Smith's shaft, the lode is large, and will produce from 1 to 1½ ton of ore per fathom. The stopes in the back of this level will yield full 1½ ton of ore per fathom. In the winze sinking in the bottom of the same level the lode will produce from 3 to 4 tons of ore per fathom. The ground at Smith's shaft still continues favourable for sinking. The tribute department is much the same as for some time past. The ground driven during the week has been:—The 162 cross-cut, 4 ft.; the 112 end east, 4½ ft.; the 100 end east, 3 ft.; winze sunk, 3½ ft.; Smith shaft, 4½ ft.

PENDEEN CONSOLS.—W. Eddy, Sept. 11: The lode in the 70 north is the same as reported last week, worth 15*l.* per fm., driving for 4*l.* 10s. The new winze behind is worth 10*l.* per fm. Neither the tributers nor the men in the stopes in the south end of the 70 winze have taken down any lode for the past week. The stopes in the north end lode are looking very well. In the 82 north we expect to have the intersection of both parts of the lode this week. In the 94 north the lode is still large and orey. In the shaft we have the junction of the granite, or a layer of granite; we have not yet opened enough to say if it is the junction. The granite being of a very congenial character, with red felspar and good looking mica. The lode being very much disordered and thrown out of its course, which is generraly the case for some distance, we have much increase of water. If this should prove to be the junction of granite with the killas, I should recommend not sinking the shaft down through the granite, but at once sink on the run or course of the granite, which would be on an incline of about 45°. The men will sink but a short piece of shaft this month, being quite thrown out of their regular sinking course. Our crusher is gone to work, and has worked very well, but will still take the engineers a few days more to make it complete.

PENHALDARVA.—T. Hodge, Sept. 15: The engine-shaft is below the 20 fm. level 4 fms. 4 ft.: we have a leader of the south part about 15 in. wide, composed of soft spar, prian, and good stones of lead—saving work. In the 20 north nothing has been done for the past week, the men having been engaged putting up a rise against Nicholls's winze, which is holed to-day. In the 20 south the lode is unproductive. In the 10 north the lode is 3 ft. wide, composed of soft spar, blende, and lead—a very promising lode. Trezise's winze, sinking below the 10, is down about 4fms. 1 ft.; the leader part of the lode has been small for the last week, but to-day it has greatly improved—now worth 10 or 12 cwts. of lead per fm. The 10 south is much the same as last reported. The stopes north of Vigus's winze will produce about 8 cwts. of lead per fm. The stopes south of Vigus's winze will produce 12 cwts. of lead and 3 cwts. of blende per fm.

POLLARD.—James Nance, Sept. 16: In the past month we have extended the south cross-cut 14½ ft., but have not yet reached the No. 3 lode. I thought it advisable to open a little west on the lode situate 5 fathoms to the south of the engine-shaft, as it appeared widening in that direction. The main branch of it is now 18 in. wide, consisting of quartz and fluor, and 2 feet to the south of it there is another branch, from 3 to 4 in. wide, of peach, spotted with yellow copper ore. This lode underlies about 3 feet per fm. north towards the engine-shaft. The men are employed driving the cross-cut south.

RHEIDOL.—Capt. Ridge, Sept. 11: Rhwrhygos Upper Workings: The 10 is driving west by four men; the lode is 2 ft. wide, composed of lead and blende. No. 1 winze is stoping in the back of the level west by two men; the lode is 3 ft. wide, 18 in. of lead and blende solid. No. 3 rise is stoping in back of the level east and west by six men; the lode is 4 feet wide, composed of blende. The midway level is driving west by four men; the lode is from 2 to 3 feet wide, composed of blende. A pitch in the back of the level is stoped by six men; the lode is 4 ft. wide, composed of blende throughout. The deep adit level is driving west by four men: the lode is from 3 to 4 feet wide, composed of spar and clay-slate, also letting out a large quantity of water. The Rathdu deep adit level is driving west by two men; the lode is from 4 to 5 ft. wide, composed of flookan and spar. We shipped on the 2d inst. 60 tons of best blende, and intend to sample 70 or 80 tons on Sept. 16.

RIBDEN.—R. Ninnes, Sept. 16: We have reached the bottom level at the deep shaft, and had have broken and sent to surface some most beautiful specimens of carbonates and sulphurets of copper; but the place being so dirty from the sediment of the water going down from time to time, we could see no more of the lode than we cleaned; but from the little we did see, I am quite satisfied it is quite sufficient to warrant the expectation of great riches. Our object now is to open the footway from the 40, which is also necessary for ventilation. All the other works are going on well.

RIVER TAMAR.—J. Cock, Sept. 14: The lode in the 70 west is about 1½ ft. wide of kindly appearance, yielding good stones of ore. There is no other change to notice.

ROSEWALL HILL AND RANSOM UNITED.—P. Roach, Sept. 15: Since the 8th we have cut down and secured 3 fms. of engine-shaft, and dropped the lift 3 fms. further; we have also cleared and secured 3 fms. of Tredinnick's shaft. In the Ransom, we have forked the water to the 50 (the shaft between the 40 and 50 is short, and requires to be lengthened), and drove the 30 north on the cross-course 4 ft. We intend forking to the 60 as soon as possible, and from the first convenient level effect another communication with Rosewall Hill. Much work is still going at surface, and much will be to do until the preparation for working the stamps is completed. The bob and boiler of the stamps-engine are put in their places.

ROSEWARNE.—J. Richards, Sept. 15: Saturday last was our pay and setting day, when the following bargains were set. The 10 to drive east, by four men, at 30s. per fm., and west by two men, at 40s. per fm., on the elvan course, and our four shaftmen to drive north at the 32, west of engine-shaft, at a point where there is a branch gone off from the main lode, about 3 fms. behind the end; it will take them this week to prove the main lode, about 3 fms. behind the end; it will take them this week to prove from the back of the 20, on this lode, we have set a pitch on copper at 10s. in 1*l.* We have also set five tribute pitches on tin on the elvan course—two pitches at 9s., two at 11s. 6*d.*, and one at 11s. in 1*l.* We hope to break a good parcel of tin from this part. We sampled on Monday last 460 sacks (of 11 gallons each), or about 46 tons of tinstuff, which will be sold on Friday next. Our copper ore sold last Thursday at 4*l.* 19s. 6*d.* per ton, and on weighing off the produce was 81*l.* 14s. 7*d.* Should the branch at the 32, when cut, prove productive, we intend altering the plan of working the mine entirely.

ROUND HILL.—R. Waters: The engine-shaft, sinking below the 52, is down 4 fms. 2 ft. The lode in the 52, driving south of shaft, is 4 ft. wide, at present poor; but knowing there is a good bunch of ore gone down in the level above, and that we must be very near it, I am expecting an improvement daily in this part of the mine. The winze sinking below the 40, south of shaft, is down 10 fathoms; the depth required in order to meet the 52 will be 11 fathoms 5 ft. You are aware that in sinking this winze we are only carrying a part of the lode, which has on an average yielded 15 cwts. of lead ore per fathom. The part left standing we have always considered the main part; and I am glad to inform you it never looked better than it does close to the present bottom of said winze. The lode in the stopes in the bottom of this level, south of winze, will yield 15 cwts. of lead ore per fathom. The lode in the winze, sinking below the 30, north of engine-shaft, is as last reported, worth 2 tons of ore per fathom. The tribute department is looking better than of late.

SIGFORD CONSOLS.—*J.* Hosking, Sept. 14: Since the commencement of this mine in July last three trial shafts have been sunk to depths respectively of 10 ft., 4 fms., and 3 fathoms from surface. In the first of these a very fine lode has been intersected, about 2½ ft. wide, composed of rich gossan, quartz, and rocks of copper ore, and in which shaft there is now a good lode visible. I have taken two samples of the lode broken at this place, which produced on an assay 14¼ and 16¾ per cent. of fine copper. The next shaft is about 12 fms. east of the last-mentioned one, and intersects the lode at 4 fms. deep; its appearances here are of the same character as were they are just described. The next shaft is sunk about 40 fms. still further east, and intersects the lode 3 fms. from surface; the character of the lode here is somewhat changed, it is about 2½ feet wide, and composed of rich gossan, peach, and quartz, impregnated throughout with copper ore. The ground in which each of these shafts has been sunk is of a highly mineralised character. Our operations at present are confined to sinking the eastern shaft to prove the lodes at a greater depth, and also costeaning the sett to cut other lodes. I shall continue to costean the whole of the ground from north to south, to lay open all the lodes crossing it; when this is accomplished, I shall be able to better decide where to commence driving the adit level, which can be brought in to cut the lode above-referred to about 50 or 60 fathoms deep.

SORTRIDGE CONSOLS.—J. Richards, Sept. 16: The fixing of plunger-lift, &c., at the 86, and Hitchins'sengine-shaft being completed, sinking is resumed, and we hope good progress will be made. In the 86 west the lode is 3 ft. wide, containing mundic, capel, quartz, and a little ore. In the 74 west the lode is from 1 to 2 ft. wide, and yields stones of ore occasionally. In the 74 east the lode is large, 5 ft. wide, composed of quartz, mundic, prian, and ore, and is promising. In the 62 west the lode is unproductive. In the 50 west the lode is 2 ft. wide, composed of quartz, prian, and occasionally a little ore. In the 50 east of the cross-course, on the south lode, the lode is 18 in. wide, and worth ½ ton of ore per fm. The lode in the pitch in the bottom of the 40 west is still worth 50 per fm.

SOUTH CARN BREA.—T. Glanville, Sept. 13: Tutwork Setting: The flat-rod shaft to sink under the 68 by nine men, at 25*l.* per fm.; lode yielding 1 ton of copper ore per fm. The 68 to drive east of the flat-rod shaft by four men, at 12*l.* per fm.; lode yielding 1 ton of copper ore per fm. The 68 to drive east and west of the cross-course, on the new lode, by four men, at 5*l.* 10s. per fm.; the lode close to the eastern side of the cross-course is 1 ft. wide, composed of spar and copper ore. We have now set to open east and west, and in a few days shall be able to see more of its character. The deep adit level to drive east by two men, at 6*l.* per fm.

SOUTH CRENVER.—Capts. J. Delbridge, E. Chegwin, Sept. 13: In the 105 west the lode is 2 ft. wide, producing 1 ton of ore per fm., worth 4*l.* per fathom; this end is much improved. In the 94 west the lode is 2 ft. wide, producing 1 ton of ore per fathom. In the 84 west the lode is 2 ft. wide, producing 2 tons fathom, worth 2*l.* 10s. per fathom. In the 84 east the lode is 3 ft. wide, producing 2 tons of copper ore per fathom, worth 9*l.* per fathom. In the rise in the 84, against Gore's shaft, the lode is 2½ ft. wide, producing 1 ton of ore per fathom, worth 6*l.* per fathom. This shows that the ore holds up to the 74 in this shaft, and will leave all the ground between to be taken away on tribute. Our tribute pitches throughout the mine are without change to notice.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—Wm. Roberts, Sept. 14: Nothing new since last reported.

SOUTH LADY BERTHA.—W. Goss, Sept. 15: The water is in fork below the 30, where I find but little work done. I am busily engaged in getting the pumps, &c., to the bottom of the shaft, when we shall have a valuable mine, there being two productive lodes about 5 fms. apart in whole ground. A level can be driven in the 40 on a cross-course to intersect the south lode, from which we have raised about 20 tons from a winze 10 fms. from surface. The new lode in the winze continues to produce a large quantity of mundic and 2 tons of good copper ore. All other works are progressing satisfactorily.

— Sept. 16: The lode in the winze has improved very much since yesterday.

SOUTH PENHALDARVA.—T. Hodge, Sept. 15: We have about 3 feet more to sink for bearers in order to fix our plunger-lift, which will take us this week to accomplish.

SOUTH WHEAL BETSY.—Chas. Bartle: The pitch in bottom of the 10 was let on Friday last at 6s. 8d. in 1*l.*; lode worth 25*l.* per fm. In the rise against the whim-shaft the lode is 6 ft. wide, worth 15*l.* per fm. Other parts of the mine are much as when last reported. At surface we are in regular course of dressing, and hope to delay no time in getting the sampling ready.

SOUTH WHEAL TOLGUS.—Sept. 11: Youren's Lode: Michell's sumpmen are getting on in putting down the rods, &c., as fast as possible. In the 110 fm. level, west of Michell's shaft, the lode is 2½ feet wide, yielding 4 tons of ore per fm., and kindly for further improvement. The lode in the 100 west is 10 in. wide, yielding about 1 ton of ore per fm. In the winze sinking in the bottom of the 100 west the lode is 1 foot wide, producing stones of ore. The stopes in the back and the one in the bottom of the 100 west are just as when last reported—yielding from 3 to 3½ tons of ore per fathom each. The lode in the 90 west is 15 in. wide, yielding 1½ ton of ore per fm. The lode in the 78 west is 10 in. wide—poor. In the winze sinking in the bottom of the 78 west the lode is 1 foot wide, yielding 1 ton of ore per fm. In the 110 east the lode is small and poor. The ground in the 78 cross-cut south is just as when last reported.—South Lode: In the 110 east the lode is 3 ft. wide, yielding 1 ton of ore per fm. The lode in the 100 east has not been taken down in the past week. The lode in the 90 east is 15 in. wide, unproductive; the same will apply to the 78 east. The lode in the winze sinking in bottom of the 90 east has not been taken down since last reported.

TINCROFT.—W. Teague, J. Andrew, J. Cock, Sept. 14: North Tincroft: In this district there is nothing worthy of remark since last reported on.—Highburrow Lode: In the 173, driving west of Martin's east shaft, the lode is 2½ ft. wide, and worth for tin 16*l.* per fathom. In the 173, east of shaft, the lode is 2½ ft. wide, worth for tin 15*l.* per fm. In the 162, east of shaft, the lode is 2 ft. wide, and worth for tin 15*l.* per fm. In the 152, east of shaft, the lode is at present disordered by a small cross-course. In the old engine-shaft, sinking below the 162, the lode is 4 ft. wide, and worth for tin 30*l.* per fathom. In the 162, driving west of engine-shaft, the lode is 4 feet wide, worth for tin 20*l.* per fathom. In the 142, on Chapple's lode, driving west of downright-shaft, the lode is 3 feet wide, worth for copper ore 12*l.* per fathom. In the 120, driving west of shaft, the lode is 1 ft. wide, poor. We have commenced to sink downright-shaft under the 142, and shall prove its value against our next communication.

TREGARDOCK.—J. Goldsworthy, Sept. 14: The ground at the shaft is a little harder than it has been, and can now be sunk 5 ft. weekly; lode 3 ft. wide, composed of flookan, capel, and a little lead. In the back of the deep adit during the past week I have had a rise put up 4 fms. behind the end, where the lode is 2 feet wide, and worth 1 ton per fm. for several fathoms in length; there are several places in the back of this level equally good. The end has been resumed driving by four men, who can drive 10 feet weekly.

TREWEATHA.—T. Richards, Wm. Rowe, Sept. 15: The lode in the 90, both north and south, continues to produce saving work. In the 70 north end the lode is worth 4*l.* per fm. The 50 cross-cut is extended 9 fms. 4 ft. towards the eastern lode. The stopes are producing much as for some time past. We sold on Friday last the two parcels of ore—No. 1 to Messrs. Bibby and Sons, at 25*l.* 15s. 6d. per ton; and No. 2 to Messrs. R. Michell and Son, at 13*l.* 1s. 6d. per ton.

VALE OF TOWY.—T. Harvey, S. Harper, Sept. 4: The lode in Clay's engine-shaft, sinking below the 60, is without alteration since last report, it is 4 ft. wide, producing a little lead, but not to value. The same may be said of the 60 north. The lode in the rise in back of said level, is 2 ft. wide, impregnated with lead. The lode in the 60, south of this shaft, is 5 ft. wide, carrying a small leader of lead on the eastern side, about 2 or 3 in. wide. The lode in Bonville's shaft, sinking below the 50, is 4 ft. wide, producing 17 cwts. of lead per fm. The lode in the 50, north of this shaft, is 3½ feet wide, producing 5 cwts. of lead per fm. The lode in No. 1 stope is 3 ft. wide, producing 15 cwts. of lead per fm. The lode in No. 2 stope north is 3½ ft. wide, producing 14 cwts. of lead per fm. The lode in the 40, north of the shaft, is 2½ ft. wide, producing 15 cwts. of lead per fm. The lode in the 50, south of Field's shaft, is 2¼ ft. wide, producing from 8 to 10 cwts. of lead per fm. The lode in boundary winze, sinking in bottom of this level, is 3½ ft. wide, as last reported, producing some good lumps of lead. The lode in No. 3 winze, in bottom of the 30, south of this shaft, is 1 ft. wide, producing a little lead, improving. The lode in Nant shaft, sinking below the adit level, is 2½ ft. wide, unproductive. We shall commence putting in skip road in Nant shaft to-morrow in the diagonal, which we calculate to finish in a week, then after sampling we shall turn our attention towards getting the skip road in Field's shaft. No alteration to notice in any other part of the mine.

VENTON.—T. Richards, Sept. 14: The lode has not yet been interscected. The water has increased nearly two strokes per minute, and every foot we drive is still letting out more; judging from this, I should think we cannot be far from the lode.

WEST ALFRED CONSOLS.—S. Lean, R. Stephens, Sept. 14: We strongly recommend the committee to put six men in the 55 west. We have good ground about the lode, and a large quantity of water proceeding from the bottom of the level, which we regard as a good indication for ore. We shall commence taking down the lode here on Saturday next, so that it will be in our report next week.

— Sept. 15: In the cross-cut the ground was never more favourable for driving than at present, nor more congenial for making ore. We have seen stones of ore in the cross-cut, and the ground all through is very green indeed.

WEST GRENVILLE.—S. Berryman, Sept. 11: The lode in the adit end west continues to look kindly, and is worth from 5*l.* to 6*l.* per fathom. The new shaft is progressing favourably.

WEST ROSEWARNE.—Wm. Richards, Sept. 10: The 50 east, on the south lode, is being driven by six men, at 3*l.* 5s. per fm.: lode 2½ ft. wide, with spar and stones of mundic. The 50 west, on north lode, by four men, at 4*l.*

2 ft.; the lode is 3 ft. wide; we hope to communicate this winze to the 10 fm. level by the end of this month.

WEST TOLVADDEN.—C. Thomas, Sept. 15: We are engaged in enlarging the shaft down to the 20, and dividing it with boards, so as to supply air to the 20 fm. level: as soon as this is done we shall be able to break down the lode in that level, where we have a rich branch of ore, in a fine lode 2 ft. wide.

WHEAL ADDAMS.—R. Moore, Sept. 16: In the south engine-shaft we have not been enabled to do very much for some days past, owing, I believe, to the foul air in the level and shafts finding its way through the run. This week I have had erected a blowing machine, but the atmosphere being so close, and the wind so little, that the current of air is not at present sufficient to ventilate the shaft. All other parts of the mine are as before stated. The continuance of dry weather, and the looseness of the ground over which the water comes to the mine, have prevented us from being so forward with the next sampling as we could wish; still we shall have 60 tons of blende for sale in about a week's time.

WHEAL AGAR.—William Roberts, Sept. 14: In the 70, east of the engine-shaft, the lode is 1 foot wide, with stones of ore; the same level west produces stones of ore. In the 50, east of Winstow shaft, the lode continues 2 ft. wide, producing 3 tons of ore per fm. In the winze sinking under the 50 the lode is 2 ft. wide, producing 3 tons of ore per fm. In the 50, west from the eastern shaft, the lode is 1 ft. wide, with stones of ore.

WHEAL ARTHUR.—Thos. Carpenter, Sept. 13: The flat-rod, on north shaft, in the western mine, is down to the 40 within 2½ feet. The south lode is driven 5 fms. west, the branches, or lode, now 10 in. big, yielding small stones of copper ore occasionally. In the same level east the branch is small and unproductive.—Eastern Mine: The old lode is cut through 2 ft. wide in the 20, east of Gunnis Lake great cross-course, yielding saving work. We shall now commence driving east, by six men. The heave is 15 fms. to the south. There is no change elsewhere.

WHEAL CHARLOTTE.—B. Gundry, F. Hosking, Sept. 13: The 60 cross-cut, south from engine-shaft, is, we expect, within about 11 fms. of cutting the south lode; the ground is favourable, with an increase of water. The 50, west from engine-shaft, is just passed through a slide dipping east fast; west of the slide the lode has an improved appearance, and is 2½ ft. wide. The 40, east from Trevelyan's shaft, is producing 1 ton of ore per fm.; the 40, west from this shaft, has much improved in the last 6 ft. driving, and is producing 3 tons of ore per fm., of good quality. The stopes in the back of this level are worth 20*l.* per fm.; stoping at 40s. per fm. The stopes in the back of the 40 east are worth 10*l.* per fm. No. 1 winze, west of Trevelyan's shaft, below the 30, is worth about 14*l.* per fm. No. 2 winze, in the same level, is worth 18*l.* per fm. We set 12 tribute pitches on Saturday last, at tributes varying from 6s. 8d. to 13s. 4d. in 1*l.*

WHEAL CREBOR.—J. Giffard, Sept. 16: The lode in the ends, both east and west of Walker's winze in the 12, below the tunnel, still continues large, but I cannot say the exact size, as we have not yet cut it through, but purpose doing so some time next week. We are at present carrying about 2½ feet of the south part, the same being composed of gossan, quartz, capel, peach, mundic, and good stones of black and yellow copper ore, but not enough of the latter to value.

WHEAL EDWARD.—M. H. East, Sept. 11: North Lode: We are progressing with the diagonal shaft as fast as the nature of the ground will admit. The lode in the 71 and 82 west is yielding rich stones of ore, and the latter indicates a change for the better.—South Lode: The lode in the 71 east is 4 ft. wide, and worth 1½ ton of ore per fathom; in the same level west the lode is opening larger, and assuming a kindly appearance. The lode in the 61 east is from 3 to 4 ft. wide, yielding a little ore—tribute ground. The lode in the 61 west appears to be opening wider, contains more ore, and looking promising. The stopes in the back of the 61 east are much the same as last reported. Risden's winze is communicated with the 61, and, from all appearances, we have cut on a moderate piece of ground for stoping. The ends, generally speaking, assume a promising appearance throughout the mine.

WHEAL ELLEN.—J. Hoskings, N. T. Miners, Sept. 15: Old Lode: At the diagonal shaft, sinking under the 40, the lode is 16 in. wide, worth 8*l.* per fm. In the 40, driving west, the lode is 20 in. wide, worth 15*l.* per fm. In the 40, driving east, the lode is 14 in. wide, producing saving work for copper. No change to notice elsewhere. We sampled yesterday 175 tons of copper ore of average quality. Our tribute pitches are looking much the same as for some time past, and our prospects are very encouraging.

WHEAL EMMA.—W. Goldsworthy, Sept. 16: The shaftmen are making fair progress in sinking, and will, without accident, or meeting with harder ground, complete their contract for the 12 fms. by the time calculated on. In the 46 east, which is now about 17 fms. from the shaft; the lode is still large and kindly, the orey parts being about 2½ feet wide; for the last 10 fms. driving this end has varied in value from 5 to 1¼ tons per fathom, the latter being about its present yield per fathom, with a prospect of further improvement. In the 46 west, which is still being driven in the country, the ground is something harder, two branches of quartz having struck off the end. In the cross-cut south there is no change to communicate. We sampled on the mine, on Saturday last, 40 tons of tributers', and 20 tons of owners' ore of average quality. We have now 11 pitches, working by 22 men, at tributes varying from 5s. 6d. to 14s. in 1*l.*

WHEAL GRENVILLE.—G. R. Odgers, Sept. 11: We have again taken down the lode in the engine-shaft to-day, and I find it maintains its size, it being full 2 ft. wide, the south or leader part being from 12 to 18 in. wide, composed of ore, quartz, prian, and gossan. I do not think it is yielding quite as much ore as when last taken down, but still its appearances look very kindly. In the 66 cast the lode is all the bigness of the end—from 3 to 4 ft. wide, composed principally of spar and prian; I have broken from this lode this week some good stones of grey ore, in a harder stone than heretofore; there is a great deal of water flowing from the lode. In the western end, same level, the lode is about 10 in. wide, and alive for ore; there is more blue coming into it, which I look upon as a good augury, hence I consider the lode in each end to be looking promising. The ground in the cross-cut north at this level is as favourable for driving as we have reason to expect, and should it continue I hope we shall make speedy progress. The lode in the 54, west of shaft, is at present a little disordered, by means of several breast heads having crossed the end lately.

WHEAL HARRIETT.—S. Williams, Sept. 11: The 100 cross-cut is without change to notice since last reported on. The 90 east end, on the main lode, is at present unproductive. The 74 east end, on the main lode, is producing stones of ore. The winze sinking below the 74 is worth for copper ore 50*l.* per fathom (12 feet in length). The stopes in the bottom of the 74 are worth 12*l.* per fathom. The stopes in back of the 74 are worth 15*l.* per fathom. The lode in the deep adit is 15 in. wide, worth 12*l.* per fm. I have sold the tinstuff, which has realised 28*l.* 10s. 3d.

WHEAL MARY EMMA.—Wm. Doble, Sept. 15: The men are getting on with the sinking of the engine-shaft, they are making the same good from surface to adit, hoping to have it complete to that level, and, if possible, to the bottom (what was the winze) this month, a depth of from 10 to 11 fathoms from the surface. Of course, much will depend on what we have to contend with in going through the old workings. The rest of the men are at present engaged in clearing some of the old workings on another lode, where it is stated to be a good lode of tin: it is needful to clear it out, as it appears to be the main level in that part of the mine, and will be a good outlet for the water, and probably throw open profitable ground. This is the lode we expect will form a junction in sinking this 12 fms. Everything progressing as fast as circumstances will allow.

WHEAL MAUDLIN.—Wm. Tregay, Sept. 14: The lode in the adit level east is looking a little kindlier in the end than it has for some fathom or two, but not much ore. Capt. Simmons, of the Duchy, was here inspecting yesterday, and likes the lode much.

WHEAL TEHIDY.—D. Lanksbury, Sept. 15: The following is last Friday's monthly tutwork setting:—The 60 cross-cut to drive south from the engine-shaft, by six men, at 8*l.* per fathom. The 60 to drive east from the engine-shaft, on the caunter lode, by six men, at 5*l.* 10s. per fathom; and to the same pare of men to rise towards a winze sunk under the 50, which we have about 14 feet to hole, set at 5*l.* 10s. per fathom. The 50, driving east of the boundary shaft, by Wheal Agar adventurers, will reach the Wheal Tehidy, set about the end of this week. In the 60, north of the north lode, the last day or two working, a lode or branch has been intersected, from 4 to 6 in. wide, and water pressing through it strong. The water rose from the 80 to the 60 in about four days.

WHEAL TREBARVAH.—B. Gundry, F. Hosking, Sept. 14: The 70, west of flat-rod shaft, is worth about 18*l.* per fm.; we have now driven through 4 fathoms of good ore ground in this level. The 70, east of flat-rod shaft, is much improved, and is worth about 12*l.* per fm. The 40, west of flat-rod shaft, is driven about 4 fathoms; lode 10 in. wide, containing stones of ore, and is looking kindly. Michell's shaft is just commenced sinking below the 20; the lode has a kindly appearance, containing some rich black ore. The 60, west of the engine-shaft, is unproductive, the lode being split in branches by a horse of killas. The cross-cut south, at the 60, is driven 4¼ fms., ground favourable; we have set a pitch in the back of this level on a tin branch, at 10s. in 1*l.* The water is still going lower in the old mine, which we consider is the effect of driving the south cross-cut.

WHEAL TRELAWNY.—W. Bryant, W. Jenkin, T. Grenfell, Sept. 16: Smith's shaftmen having completed the dividing and casing of the shaft from the 142 to the 152, and have resumed cutting the plat. The lode in the 142, north of Smith's shaft, is 3 ft. wide, and worth 20*l.* per fm.: in the same level south we have reached the capels of the lode, and hope by another week to be able to say something of the lode. In the 132 north the lode is 3 ft. wide, and worth 12*l.* per fm. In the 132, south of Chippindale's, it is 3 ft. wide, and worth 6*l.* per fm. In the 120, north of Chippindale's, it is 3 ft. wide, and worth 8*l.* per fm. In the winze sinking in the bottom of this level it is 3 ft. wide, and worth 7*l.* per fm.—South Mine: Trelawny's shaft is sunk 7 fms. under the 142. The lode in the 142, south of the shaft, is 2 ft. wide, and worth 8*l.* per fm.; in the same level north we have cut into the lode about 2 ft. wide, which contains spots of ore, but not rich. In the 130 south it is 3 ft. wide, worth 10*l.* per fm. In the 107 north it is 2 ft. wide, and worth 7*l.* per fm. The stopes and pitches are producing a fair quantity of ore.

WHEAL UNION.—T. Glanville, Sept. 10: Tutwork Settings:—The 40 to drive east of the engine-shaft, by six men, at 6*l.* 10s. per fm.; lode 2 feet wide, composed of spar, and stones of tin. The 30 to drive east of the engine-shaft, by four men, at 8*l.* per fm.: lode worth for tin 10*l.* per fm. The 30 to drive west of the engine-shaft, by four men, at 7*l.* per fm. The 30 to drive west of the engine-shaft, towards the north lode, by six men, at 10*l.* per fm. The winze to sink under the 20, on the north lode, by four men, at 3*l.* 10s. per fm. The new shaft to sink, by nine men, at 15*l.* per fm.—Tribute Settings: A pitch in the back of the 30, on the south lode, to extend from Reed's winze 10 fms. west, and as high as the level above, by four men, at 6s. 8d. in 1*l.* A pitch in the back of the 20, on the south lode, to extend from the western shaft 10 fms. west, and 10 fms. high, by two men, at 13s. 4d. in 1*l.* A pitch in back of the 20, to extend from Youren's pitch 10 fms. east and 10 fms. high, by four men, at 13s. 4d. in 1*l.* A pitch in the bottom of the 20, on the south lode, to extend from point of horse 20 fms. east and 5 fms. below, by two men, at 13s. in 1*l.*

WHEAL WREY CONSOLS.—P. Clymo, William Hancock, R. Roskilly, Sept. 16: The engine-shaft is now sunk 3 fathoms under the 74 fathom level. The lode in the 74 fathom level north is 4 feet wide, producing 7 cwts. of lead per fathom; in the same level south it is 3 feet 6 inches wide, producing 6 cwts. of lead per fathom. In the 64 north it is 2½ ft. wide, producing 4 cwts. of lead per fm.; in the same level south it is 2 ft. wide, producing 7 cwts. of lead per fm. In the 54 north it is 3 ft. wide, producing 4 cwts. of lead per fm.; in the same level south it is 1½ ft. wide, producing 5 cwts. of lead per fm. In the 44 north it is 3 ft. wide, producing good stones of lead. The stopes and pitches are producing much as usual. We sold on the 4th inst. two parcels of lead ore—No. 1, computed 37 tons, to Messrs. Locke, Blackett, and Co., at 18*l.* 15s. per ton; No. 2, computed 30 tons, to Messrs. Sims, Willyams, and Co., at 8*l.* 1s. per ton.

WHEAL ZION.—J. T. Phillips: In the Glebe adit, driving south from No. 1 shaft, the ground is favourable. On the south lode, driving west, we have a branch of good-looking gossan, about 8 in. wide. In Moorshead adit the ground continues hard, with faces of mundic, not yet in settled or clear country.

REMUNERATION OF THE GOLD-DIGGERS.—Under the head of Gold Mining, which embraces in sub-classes puddling, sinicing, quartz crushing, alluvial sinking, and digging generally, without any definition of the mode of working, as well as carters of washing-stuff, engine-drivers, &c., we find a total of 62,236 persons. Comparing this with the number of ounces of gold exported in 1857, it would appear that the average earnings of each man were within a small fraction of 44 ozs. 6 dwts., or at the rate of 3*l.* 17s. 6d. per oz., 171*l.* 11s. per annum.—*Melbourne Argus.*

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

AT NORTH BUSY, the prospects are cheering. They have large quantities of jack laid open, and have lately sold 90 tons, at 3*l.* 4s. per ton; and 25 at 1*l.* 10s. nett. With such a remunerative price, and such quantities as can be taken away, a very little outlay will enable them not only to meet their cost, but to pay an early dividend. The next call will be very small, and the following, if any, smaller still.

NORTH GRAMBLER, from situation and appearances, is likely to turn up something good ere long. At the shaft sinking upon the course of the lode from surface, down more than 30 fms., they have a most beautiful gossan, with fine stones of rich ore. A cross-cut is being driven, to cut this lode in the 50, in a good congenial stratum, where they hope soon to cut the lode; this, be it understood, is parallel to Grambler's present riches, and parallel to where, on another lode, a good bunch of ore has been driven through in this mine. It may be, therefore, reasonably expected that something good may be met with in cutting the lode in the 50, which will soon be accomplished.

EAST CARN BREA.—Such a discovery as they have here at the engine-shaft is not to be found any where scarcely, at such a depth—14 fms. under adit. The lode at the shaft is of a very rich nature; and, in driving east and west upon it, it does not diminish in quality. In driving the 28 east, sinking below adit, there is also a rich lode, showing that it is of some considerable length; and when further developed it is expected to be found of much greater extent. This lode is making its riches in connection with an elvan course, which so often proves of such important benefit to lodes generally. This mine will assume an enviable position at an early day.—SOUTH CARN BREA lode is being influenced by a precisely similar course. A fine elvan course has been gone through in the 68 cross-cut south, which is on the eve of being intersected at the shaft sinking upon the course of the lode, and now down some 9 or 10 fms. below the 68. In the last 4 or 5 fms. a decided change for the better has taken place in the lode, which produces very rich ore, and continues to improve. A new lode lately cut in the 68 cross-cut is also of a most promising nature; and, when clear of the cross-course in which the cross-cut has been driven, there is little doubt but that it will prove a good lode. It produces even now very rich stones of ore. There is no reason to expect but that this will turn out to be a good mine, and one susceptible of quick development.—L. H. B.

SORTRIDGE CONSOLS.—With reference to our remarks last week, I am more fully convinced that the lode to which I drew your attention is entirely a new or caunter lode, and, as far as seen, very productive. I can perfectly understand why so little notice has been taken of it in the official reports, and that is the agents would not report the discovery until they were satisfied by the dialling of Capt. Jos. Richards, who, I understand, keeps up the working plan of the mine, and has been on the mine for that purpose. By-the-bye, cannot Capt. James Richards, or Capt. Jackson, keep the working plan up? Is it necessary to have another agent fixed upon the mine for that simple purpose? But this I can assure you, the mine is improving, and not only in the levels already developed, but in perspective. The lode certainly has fallen off from the 50 to the present bottom, but nothing is more common; nor can we always expect a course of ore to last to the antipodes, as Nature in one great effort requires rest previously to recommencing another feat, so that I think an important change is now about taking place. The deeper levels are changing more favourably; every fathom of ground driven is improving, and now that we are about to commence in the 86, I verily believe we shall have a course of ore equal to that above the 50. Who can deny it? The stopes are still worth 2 tons per fm., and the pitch in the bottom of the 40 is worth more than 100*l.* per fm., although the managing agent, I hear, values it at 50*l.* only.

PROVIDENCE MINES.—They have cut the tin in the 85 fm. level here; this is very important, as their produce has all been hitherto from and above the 75; they have also a lode sinking under the 75, worth 100*l.* per fathom. The mine is looking splendid, and, now the various extras in machinery, &c., are all paid for, will give much larger dividends.

PENHALDARVA.—This mine is looking well. The shaft is down about 5 fathoms under the 20, and the lode there is good saving work for lead, better than it has been at the shaft before. In the winze below the 10 north the lode is worth 10 to 12 cwts. per fathom; the stopes north of Vigur's 8 cwts. per fm., and the stopes south of the winze 12 cwts. of lead and 3 cwts. of blende per fm. There have just been sold 21 tons of ore for two months, for 372*l.* 3s., making about 95 tons sold for about 840*l.*, though the lode was first cut at 9 fathoms deep, not yet two years ago. The mine is in 512 shares, and one of the best luvestments that can be made.

SOUTH PHŒNIX two-monthly meeting was held at the offices of the company, Regent-street, on Thursday, but from the peculiar notions which all the "Phœnix" shareholders seem to have in preferring *darkness* to *light*, we are unable to furnish the colour of their proceedings.

SOUTH WHEAL ELLEN.—Capt. Jewell, the managing agent of South Wheal Tolgus, was underground on Tuesday, Sept. 14, and states that the lode in the 40 end west is worth 100*l.* per fathom. The 20, west of Basset's shaft, is also greatly improved, now worth 20*l.* per fathom. The 30 west is poor, being at present disordered by a branch of the cross-cut.

GREAL CARADON AND SLADE MINE.—We are steadily improving; the shaft is now sunk more than 17 fms. from the adit; another branch, from 8 to 9 inches wide, has been cut, carrying spar, mundic, &c., with good stones of copper ore; the specimens of the South Caradon, when placed in juxta-position, can scarcely be detected. It is also satisfactory to know that this mine is in the killas of the east of the great granite range of the Caradon Hills, and standing due east to the South Caradon Mine, as the Devon Consols is in the killas of the Kitt Hill range; thus giving the killas the preference to the granite for the richer production of the ore.

TOLAVDDEN.—The course of ore gone through in the 20 is the best reply to the assertion that the mine is unbottomed.

At WEST ALFRED CONSOLS, a very important discovery has been made in the 55 west. The lode, at the point cut into, was found to be worth 2½ tons of rich copper ore per fathom, and no south wall. They have desued from 7 to 8 fms., and will take the lode down in the course of next week, when the result will be advised; should this discovery prove as anticipated, it will be of vast importance, inasmuch as the ground is new for 70 fms. in height. The 95 is going into more congenial ground, which is a very important feature in that direction.

MARGERY is looking well, especially in the bottom ends, which are very much improved of late.

SOUTH LADY BERTHA.—This mine is attracting the attention of capitalists, and is another instance of the limited knowledge of the formation of particular localities. The former company having overlooked a lode, within 6 fms. of the one an engine-shaft is sunk upon, 40 fms. deep, a cross-cut might easily have been put out and cut this lode, now worth from 6 to 8 tons per fm., at a depth of 5 fms. below adit, remaining untouched to the bottom of the mine. It is probable that many mines would prove remunerative were cross-cuts driven to prove the value of lodes at different points, instead of sinking expensive shafts, &c., and ultimately allowing the mine to be abandoned, which has been the case in this particular locality. As, for instance, the Devon Great Consols, but for the sound practical knowledge of Mr. J. H. Hitchins, in opposition to the advice of others, who discovered the richest mine in the kingdom; and such is the case with many others, which before had been given up as worthless. The prospects of South Lady Bertha are very favourable to a good and lasting result, there being three distinct lodes productive for copper ore, and ample machinery to work the mine to a great depth with water-power, all of which are conducted under the persevering and efficient management of Capt. W. Goss, who is engaged preparing for the first sampling.

RIDDEN MINE.—The vigour and spirit with which the operations of this mine has been carried out does much credit to the officers of the company, and clearly shows they have the right men in the right place. They have already got to the bottom of the mine, and on Tuesday last they broke some fine specimens of green and blue carbonates and sulphuret of copper, which gave great satisfaction to the proprietors present.

DALE MINE.—They have commenced driving a cross-cut to intersect the Pipe vein at the bottom of the 40, at which point, from present appearance, they expect to find the vein much richer than ever it has yet been. Johnson's lode is yielding good ore, and from this alone they are now preparing a parcel of ore for market.

WORTHING MINING COMPANY.—The private letters which have been received subsequent to the date of the last official report more than confirm the agent's account of the value of the lode north of Hocking's shaft, and that it had been decided on erecting the new 60-in. cylinder engine at that shaft.

RAILWAY TRAFFIC.—The Traffic Returns of Railways in the United Kingdom for the week ending Sept. 11 amounted to 310,910*l.*, and for the corresponding week of 1857 to 308,420*l.*, showing an increase of 2490*l.* The gross receipts of the eight railways having their terminl in the metropolis amounted for the week ending as above to 214,963*l.*, and for corresponding week of 1857 to 211,328*l.*, showing an increase of 3365*l.*

The increase on the Eastern Counties amounted to 803*l.*; on the Great Northern to 283*9l.*; on the Great Western to 91*l.*; on the London and Blackwall to 148*l.*; on the London, Brighton, and South Coast to 1035*l.*; on the London and South-Western to 2135*l.*; and on the South-Eastern to 267*l.*; together, 8146*l.* But from this must be deducted 4781*l.* the decrease on the London and North-Western: leaving the increase, as above, 3365*l.*

The receipts on the other lines in the United Kingdom amounted to 296,217*l.*, and for the corresponding week of last year to 297,092*l.*, showing a decrease of 875*l.* in the receipts of those lines, which, deducted from the increase on the metropolitan lines, leaves the total increase 2490*l.*, as compared with the corresponding week of 1857.

RAILWAY ACCIDENTS.—In our last Journal we published a statement of the relative safety of railway travelling in the various countries, from which it will be seen that there are more accidents on English lines than on any others—the United States excepted. An official return just published furnishes some interesting particulars as to the injury to life and limb sustained on the railways of the United Kingdom during the first half of the year 1858. It there appears that 143 persons were killed, and 175 injured. Of these 106 were killed and 153 injured in England and Wales; 27 were killed and 9 injured in Scotland; and 10 were killed and 13 injured in Ireland. Of the total 10 deaths and 97 injuries occurred to passengers from causes beyond their control, while 10 deaths and 19 injuries were the consequence of their own misconduct or want of caution. Among railway *employés* 8 were killed and 33 injured in a manner which left them free from blame, while for no less than 65 deaths and 24 injuries the victims were themselves responsible. The persons killed at level crossings numbered 12, and the wounded 2, and trespassers to the number of 34 were killed and 7 wounded. Of the former 3 were cases of suicide. The miscellaneous deaths, not coming under any of the preceding categories, were 4. In the period to which the return relates 9263 miles of railway were open for traffic; in the corresponding half of 1857, when 8942 miles were open, 108 deaths and 353 injuries occurred on railways.

Colliery Accidents.—At Messrs. Sidebotham and Fernandez's Colliery, Crigglestone, near Wakefield, a collier was killed by an explosion of fire-damp. When he was brought to surface he stated that the under steward had told him that he could take a candle down that day but not the next; but he did not live long enough to make any deposition. The inquest was adjourned to allow time for investigation and the presence of the Inspector.——At the Low Valley Colliery, Darfield, three men engaged in blasting were much injured by an explosion; one man lost both arms, another sustained two compound fractures of the leg, and the third was bruised and scorched about the head and face.——At Moss Hall Colliery, near Wigan, two men were severely injured whilst engaged in drawing props, by a fall of roof; neither is expected to recover.

IRON MANUFACTURE.—All interested in the make or use of iron should read Mr. Rogers's new work on *Iron Metallurgy*:—

"I do not hesitate to say Mr. Rogers's work is the most complete combination of sound science and sound practice that has yet appeared on iron—beyond comparison."—DAVID MUSHET.—Published at the *Mining Journal* office, 26, Fleet-street.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 17, 1858.

COPPER.	£	s.	d.
Copper wire .....p. lb.	0	1	1¼–1 0½
ditto tubes ..... „	0	1	1¾–1 2
Sheathing & bolts .. „	0	0	11½– —
Bottoms ..... „	0	1	0–0 1 0½
Old (Exchange) .... „	0	0	10– —
Best selected....p. ton	105	10	0– —
Tough cake..... „	102	10	0– —
Tile ..... „	102	10	0– —
South American.. „	92	0	0–94 0 0

IRON.	Per Ton.		
Bars, Welsh, in London..	7	0	0– —
Ditto, to arrive	6	15	0– —
Nail rods	7	10	0– —
„ Stafford. in London	8	0	0– 9 0 0
Bars ditto	8	10	0– 9 10 0
Hoops ditto	9	5	0– 9 15 0
Sheets, single	9	10	0–10 10 0
Pig, No. 1, in Wales ..	3	15	0– 4 15 0
Refined metal, ditto....	4	10	0– 5 5 0
Bars, common, ditto....	6	0	0– 6 10 0
Ditto, railway, ditto ..	6	5	0– 6 7 6
Ditto, Swed. in London.	12	15	0–15 0 0
In stock to arrive....	—	—	—
Pig, No. 1, in Clyde....	2	14	6– 2 17 6
Ditto, in Tyne & Tees..	2	19	6– 3 2 6
Ditto, forge.....	2	17	6– —
Staffordshire Forge Pig.	4	10	0– 5 0 0
Welsh Forge Pig	3	0	0– 3 5 0

LEAD.			
English Pig	21	15	0–22 10 0
Ditto sheet	22	5	0– —
Ditto red lead	23	10	0– —
Ditto white	27	0	0–30 0 0
Ditto patent shot	25	10	0– —
Spanish	20	0	0–20 10 0
American	none.		

BRASS.	Per lb.
Sheets	10d.–11d.
Wire	10d.–10½d.
Tubes	12d.–12½d.

FOREIGN STEEL.	Per Ton.
Swedish, in kegs (rolled)	none.
„ (hammered).	20 10 0– —
Ditto, in faggots	22 0 0– —
English, Spring	18 0 0–23 0 0
QUICKSILVER .....p. lb.	0 1 11– 2 0

SPELTER.	Per Ton.
Foreign	23 15 0–23 17 6
To arrive	23 15 0– —

ZINC.	
In sheets	30 0 0– —

TIN.	
English, blocks 118	0 0– —
Ditto, Bars (in barrels)..119	0 0– —
Ditto, Refined 121	0 0– —
Banca 116	0 0– —
Straits 115	0 0– —

TIN-PLATES.*			
IC Charcoal, 1st qua. p. bx.	1	12	0– 1 13 0
IX Ditto 1st quality „	1	18	0– 2 1 0
IC Ditto 2d quality „	1	10	0– 1 11 0
IX Ditto 2d quality „	1	16	0– 1 17 0
IC Coke ..... „	1	5	0– 1 6 0
IX Ditto..... „	1	11	0– 1 12 0
Canada plates ....p. ton	18	0	0–18 5 0
In London; 20s. less at the works.			
Yellow Metal Sheathing..p. lb.			10d.– —
Wetterstedt's Pat. Met. ..p. cwt.	2	2	0
Indian Charcoal Pigs in London	—		– 7 10 0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—A fair amount of business has been transacted in metals, and the market is now somewhat steadier; prices, however, at present have not undergone any particular change.

COPPER.—A few good orders for shipment have been put in hand, but enquiries are by no means numerous, and some doubt seems to exist as to the continuance of fixed rates. It was considered by many questionable whether a reduction would not be announced at the monthly meeting on Tuesday last, but it was resolved for a time to maintain current quotations.

IRON.—The market seems at last to have received a slight impetus; most of the ironmasters report an improved demand, and are now asking higher rates. Merchant bars are now scarce at 6*l.* per ton at the works; and in Liverpool the general price is 6*l.* 10s., in London 5s. extra. Swedish bars dull of sale. Staffordshire hoops and sheets have been more enquired for, and the market closes firm at previous prices. Scotch pigs, after slight fluctuations, are now quoted at 54s. to 54s. 3d., m.n., g.m.b., f.o.b. in Glasgow.

LEAD continues quiet, but prices have a slight upward tendency.

SPELTER.—Large plates can be bought at 23*l.* 15s.; small plates, 23*l.* 17s. 6d. For arrival, small plates, 23*l.* 15s. The market closes weak, and tendency in prices downwards.

TIN.—English is unaltered; smelters' rates are upheld. Foreign has improved: Banca realised 116*l.*, and Straits 115*l.*

THE LEAD TRADE IN YORKSHIRE—*(From a Correspondent).*—There have been many transactions in the country at an advance of 10s. to 15s. per ton; and from the recent sales of ore at Holywell, it appears that ore has advanced from 12s. to 20s. a ton within the last month.

LIVERPOOL, SEPT. 16.—We have to report a somewhat quieter feeling in our metal market for some descriptions of iron. Welsh bars are fairly enquired for, and makers generally have nothing to complain of as regards orders, but for the current qualities and kinds of Staffordshire iron there is but a very limited demand; still hopes are generally entertained that whatever alteration takes place will be for the better, as prices are supposed to have touched the lowest point. Scotch pig-iron has been neglected, and prices, consequently, receded until yesterday, when an improved feeling was apparent, and a considerable desire to buy has since been manifested. Sellers are not eager to operate, and a consequent firmness in the tone of the market is observable. The shipments are less than in the corresponding week of last year, being 10,207 tons, against 12,119 tons respectively. There is still a fair enquiry for English tin, and no alteration in price is reported. Tin-plates are easier to buy, still prices are not expected to go much lower. In copper a good business is reported. Lead is in rather more request. The following are the quotations:—Iron: Merchant bar, 6*l.* 7s. 6d. to 6*l.* 10s. per ton.—Tin: Common block, 118*l.* per ton; common bar, 119*l.*; refined block, 121*l.*—Tin-plates: Charcoal, IC, 31s. to 32s. per box; coke, IC, 24s. 9d. to 25s. 3d.—Lead: English sheet, 23*l.* 10s. per ton; English pig, 21*l.* 10s.—Copper: Cake and tile, 102*l.* 10s. per ton; best selected, 105*l.* 10s. per ton; sheathing and bolt, 11¼d. per lb.—Yellow metal sheathing, 9¼d. per lb.—Steel: Blistered, 30*l.* to 40*l.* per ton; spring, 18*l.* to 24*l.*; cast and shear, 50*l.* to 60*l.* per ton.

GLASGOW, SEPT. 16.—Our pig-iron market continued drooping until Tuesday, when the price of warrants fell to 53s.; from this point a rally to 54s. has taken place, at which iron was to be had at close of 'Change to-day. We can see no grounds for a rise of any permanence at present, as orders for foreign account are very slack, and iron is being put into store in large quantities, and this at a season of the year when there is generally a very heavy demand for shipment. No. 1, Gartsherrie, 58s.; No. 1, g.m.b., 52s. 9d.; No. 3, ditto, 52s. 3d. per ton. Shipments: Foreign, 4915 tons; coastwise, 5292 tons=10,207 tons, against 12,119 tons last year.

NEW YORK, SEPT. 1.—Scotch pig-iron is in good demand, the prices being very firm, and without change. Sales of 500 tons have been effected at $22 to $23, at six months; and 100 tons of superior brands at $22, cash. For bar-iron there is but little demand, holders being steady at $45 to $47 50c. for common English, and $55 to $57 50c. for refined ditto. There is nothing doing in boiler plates. Rails are in more demand, and the price without alteration. Pig-lead is much more in request, especially the soft descriptions, the prices being well supported, with an upward tendency: we note sales of 1000 pigs galena at $5 57½c., cash; 400 tons refined German, part to arrive, at $5 62½c., and 50 tons of English refined at 86. For block tin there is but little enquiry, the transactions being confined to jobbing lots from store, at 28¼c. to 28¾c. for Banca, and 29½c. to 30c. for Straits. Tin-plates continue in but limited request; the stock is large, and is constantly being increased by heavy arrivals. Sales of 500 boxes of charcoal terns have taken place, at $8 75c., at six months. Copper continues to be firmly held, and in good demand: we note sales of 30 cases of English sheathing, assorted numbers, at 25½c., six months; there it more enquiry for refined ingot, 125,000 lbs. Lake Superior having sold at 21¾c. to 22c., cash; Baltimore ingot is held at 21½c. to 21¾c., there not being any here in first hands; there is but a small supply of old copper, which there is no inclination to dispose of, except at an advanced price. The demand for spelter has improved; the stock is large, and price advancing: we note sales of 150 tons Stolberg at 6¼c.; 30 tons Silesian at 6½c.; and 90 to arrive at 6c. to 6¼c., at six months. The imports for the past week have been—Bar-iron, 827 tons; pig-iron, 811 tons; lead, pigs, 14,739 tons; steel, 1670; tin slabs, 684; tin-plates, 7435: their total value being $217,665; making the total value of the metal imported from January 1 to this date $4,281,261.

In the COAL MARKET, there has been but little alteration in price, and and the supply, though small, has exceeded the demand. On Monday, only 49 ships were sold out of the 63 at market; and on Wednesday, out of the 60 ships at market, 11 were left on hand. The prices obtained were—Best Wall's End, 17s. 6*d.* to 18s.; seconds ditto, 15s. 9d. to 16s. 9d.; manufacturers', 12s. 9d. to 13s. 3d.; Hartley's, 14s. to 16s. On Friday, there was a slight increase in the number of ships at market, 72 being reported, and the demand being somewhat brisk 56 ships were disposed of, leaving only 16 unsold, the closing quotations being—Best Wall's End, 17s. to 18s.; best seconds ditto, 15s. 6d. to 16s. 3d.; manufacturers', 12s. 9d. to 13s. 3d.; Hartley's, 14s 6d. to 15s. 9d.; Merthyr and Duffryn Steam, 21s.

COAL CONTRACT.—Traders wanted for the supply of coals for six months by the guardians of the poor, Rotherhithe.

In SALTPETRE, the market during the week has been very dull. There has been very little demand for Bombay, 1762 bags of which have sold at 1s. to 1s. 6d. per cwt. deduction from previous rates, 60 to 49 per cent refraction, selling for 31s. 6d. to 22s. 6d. In Bengal, only ordinary quali-

ons have been in demand, 1533 bags being sold at 44s. for 6 to 7 per cent. refraction; 46s. for 2½ per cent. refraction, ; 45s. for a small lot of 5½ per cent. refraction, and 42s. for 11½ per cent. refraction; 50 tons of Madras for arrival was done at 40s. The quantity landed last week was 32 tons; delivered, 235 tons: leaving in stock 3321 tons, against 5091 tons in stock at this time last year.

The mining world, for some time past, has been wonderfully barren of exciting discoveries, such as in former days would cause a sudden and rapid rise in shares, to be succeeded in course of time by an equally rapid decline, and the influx of numbers of new and ephemeral schemes. And perhaps for this very reason we have the more cause for satisfaction in remarking, week after week, upon the steady and continually increasing demand for good mining property, and the large amount of business daily springing up in shares. It shows, at least, that mining business, as now conducted, is based upon a more solid foundation; at the same time, that it points to the growing importance of the mining interest. Looking also at the present position of mining adventures, we see cause for gratulation, and, with fair prices for metals, there is every prospect of the continuance of good dividends from the paying mines, as well as encouragement to shareholders for proceeding vigorously with those progressive mines upon which large sums have been expended, and that ere long may amply remunerate for the patience and perseverance bestowed upon them. There will, we have no doubt, as the market becomes enlarged, be plenty of new schemes launched under the most enticing reports; but the public are more cautious now-a-days, and will not, as formerly, go headlong and without sufficient enquiry into any of them, particularly whilst so many good speculations are to be purchased at comparatively nominal prices. Since our last a fair business has been doing in the MINING MARKET, and for one or two speculations a good demand has sprung up. Among these West Grenville shares have advanced from 6s. 6d. to 12s. 6d., and leave off at 9s. to 10s.; this demand has not been caused by any change of importance in the mine, but through large purchases, consequent upon the report that a well-known firm were about to take the management, and that ample capital would be raised for the erection of steam-power, to prove the mine effectually and speedily, as it certainly deserves, as for a shallow mine the prospects so far have been very encouraging. Rosewarne, 33 to 35; a fair business has been done, but leave off flatter; the lode in the 58 fm. level is said to be worth 80*l.* per fm. Grambler and St. Aubyn, 132½ to 137½. Great Alfred keeps at 4½ to 4¾, and several purchases made during the week. North Robert shares have further advanced to 3, 3¼, consequent on other improvements. Alfred Consols not quite so firm at 10 to 10¼; one or two favourable points are expected to come off here. Vale of Towy shares have been more dealt in, at 17s. 6d. to 18s. 6d. Wheal Margery, 11¼ to 11¾; a good sale of ore was made last week, and shares considered below what the prospects warrant. Carn Brea, 52½ to 55. In heavy shares there has not been so much doing: Devon Consols, 455 to 465; Basset, 190 to 200; South Frances, 190 to 200; West Seton, 270 to 280; Great South Tolgus, 14½ to 15; Herodsfoot, 6½ to 7; Wheal Arthur much more in request, the sub-divided shares having been dealt in at 17s. 6d. to 20s., leaving off, 15s. to 17s. North Basset, 9¼ to 10; Par Consols, 17 to 17½; South Tolgus, 72½ to 75; Wheal Trelawny, 24 to 25; Wheal Kitty (Lelant), 8¼ to 9. Wheal Mary Ann shares have been flat, at 41½ to 42½, ex div. of 2*l.* 5*s.* per share, declared at the meeting on the 14th, when the accounts showed a profit of 2698*l.* 9*s.* 3*d.* on the quarter; so that, after paying the dividend of 2304*l.*, the balance in hand was increased to 2474*l.* 18*s.* 1*d.* Craddock Moor, 34 to 35; at the meeting on the 10th a dividend of 5*s.* per share was declared. Ludcott, 30*s.* to 31*s.*; the accounts here show a balance in favour of adventurers of 103*l.* 12*s.* 11*d.*, and the mine looking well. North Downs, 2 to 2½, and in request. East Basset, 90 to 95; some disappointment is experienced at the delay in cutting the lode in the 60; but we understand those best acquainted with the mine augur well from the delay, inasmuch as it shows the underlay of the lode to be less. It was calculated, that as the lode underlayed 4 feet in a fathom in the 60, 31½ fathoms would have to be driven to cut it in the 80; but in the winze sinking under the 60 the underlay is less, or about 3 ft. in a fathom; and there may be, therefore, about 4 fathoms more to drive to intersect the lode, and which may occupy another month or two. East Trefusis have been enquired for at 2 to 2½; Hender, 1¾ to 1¾; Tamar Consols, ⅝ to ¾; Sortridge Consols, 20s. to 22s. 6*d.*; South Carn Brea, 3¾ to 4¼; Wheal Grenville, 30s. to 35s.; Redmoor, 6s. 6*d.* to 7s. 6*d.* Trevoole have advanced from 18 to 20, and seem likely to have a good rise; in the 100 the lode has been driven on 9 feet from the flookan, and is producing from 2½ to 3 tons per fm.; in the 90 this lode, 10 fms. west of the flookan, produced from 8 to 10 tons per fm.; and was driven altogether 40 fms., through a course of ore averaging 30*l.* per fm., and the western end is still yielding 5 tons per fm. Old Tolgus, 30 to 35; Lady Bertha, 10s. to 11s.; Wheal Edward, 3¼ to 3¾; Tincroft, 3¾ to 3¾; Bell and Lanarth, 4¾ to 5¼; Camborne Vean, 1¾ to 2; Wheal Harriett, 17s. to 18s.; West Par, 11s. to 12s.; Kelly Bray, 1⅝ to 1¾; Tolvadden, 6¼ to 7; Wheal Margaret, 56 to 58; Providence Mines, 59 to 61; Treweatha, 18s. to 19s.; East Gunnis Lake, 30s. to 35s.

There was no Cornish Ticketing this week. The next sale, on Thursday, will comprise 4261 tons.

At Swansea Ticketing, on Tuesday, 1340 tons of ore were sold, realising 13,072*l.* 14*s.* 6*d.* The particulars of the sale were—Average standard, 103*l.* 11*s.* 6*d.*; average produce, 11 9-16; average price per ton, 9*l.* 14*s.* 6*d.* Compared with the sale on Aug. 31, there has been a decline of 9*l.* 8*s.* in the standard, and about 12*s.* 3*d.* in the price per ton of ore. Of the 1340 tons sold 684 were British—average standard, 107*l.* 3*s.* 6*d.*; average produce, 9 9-16; average price per ton, 7*l.* 19*s.* 6*d.*: and 656 tons foreign—average standard, 100*l.* 19*s.*; average produce, 13 11-16; average price, 11*l.* 11*s.* The sale on Sept. 28 will comprise 2199 tons, from Cuba, Berehaven, Cobre, Knockmahon, Del Soto, Great Barrier, Parys, Estrella, Garrucha, Tharsis, Walwich Bay, Bampfylde, Sydney, Namaqua, and San Fernando.

The arrivals at Swansea include—From the Cape of Good Hope, 300 tons of copper ore, and 4 casks of coral; from Caldera, 339 tons of copper ore, 14 tons of copper regulus, and 247 tons of silver ore; from Seville, 120 tons of copper ore; from Rouen, 53 tons of copper regulus; from Cuba, 1365 tons of copper ore, and 57 barrels of ditto.

At Liverpool, this day, 135 tons of copper ore, from New York, ex *Columbia*, will be sampled, in two parcels, for sale on the 30th inst.—At the same time will also be sampled, for sale on the 28th, about 11¼ tons of copper ore—10 tons ex *Australia*, and 1¼ ex *William France*.

At Wheal Mary Ann meeting, on Tuesday (Mr. P. Clymo in the chair), the accounts showed—Balance last audit, 2080*l.* 3*s.* 10*d.*; lead ores sold, April, May, June, 8228*l.* 7*s.* 10*d.* = 10,308*l.* 11*s.* 8*d.*—Mine cost, April, May, June, 3283*l.* 14*s.* 3*d.*; merchants' bills, 1308*l.* 8*s.* 7*d.*; lords' dues, 670*l.* 8*s.* 1*d.*; carriage of ores, 147*l.* 18*s.* 7*d.*; sundries, 122*l.* 11*s.* 1*d.*: leaving balance in favour of mine, 4778*l.* 13*s.* 1*d.* The profit for the three months was 2698*l.* 9*s.* 3*d.* A dividend of 2304*l.* (2*l.* 5*s.* per share) was declared, and 2474*l.* 13*s.* 1*d.* carried to credit of next account. Capts. Clymo, Hodge, and Knapp reported that Pollard's shaft was sunk 13½ fathoms under the 150, and Clymo's engine-shaft had been sunk 12½ fathoms under the 95. The stopes and pitches were producing much as usual. They had sampled 177 tons of lead ore, for sale on Tuesday next.

At Craddock Moor Mine meeting, on Sept. 10, the accounts showed— Balance last audit, 1076*l.* 8*s.*; copper ores sold, 1615*l.* 13*s.* 2*d.*; carriage, 49*l.* 8*s.* 4*d.* = 2741*l.* 9*s.* 6*d.*—Mine cost, 1116*l.* 6*s.* 10*d.*; merchants' bills, 326*l.* 16*s.*; lords' dues, 104*l.* 1*s.* 4*d.*; dividends paid, July 10, 263*l.* 15*s.*: leaving balance in favour of mine, 930*l.* 10*s.* 4*d.* A dividend of 5*s.* per share was declared. Capts. H. and J. Taylor reported that the men at Fox's shaft had completed their bargain, sinking the shaft, cut ground for a plat, and are again sinking by nine men. They had altogether seventy-four men employed at tutwork, sinking two engine-shafts, driving levels, cross-cuts, &c. The next sampling will be about 200 tons of good quality copper ore.

At the Gonamena Mine meeting, on Tuesday, the accounts showed— Balance last audit, 185*l.* 5*s.* 8*d.*; mine cost, 663*l.* 4*s.* 5*d.*; merchants' bills, 190*l.* 7*s.* = 1047*l.* 17*s.* 1*d.*—Copper ores sold (less lord's dues, 43*l.* 9*s.* 10*d.*), 662*l.* 7*s.* 10*d.*: leaving balance against mine, 385*l.* 10*s.* 1*d.* A call of 10*s.* per share was made. Capt. Pascoe and W. George, jun., reported that on the 13th inst. they sampled 80 tons of copper ore, of a superior quality. Although they had been opening some good ground on Gilpin's lode, yet they could not open sufficient to keep up their returns unless more men are employed on tutwork. Believing that Sarah's lode had not been sufficiently tried, they recommended that the driving of the 58 east on that lode be resumed; also the 38 east, on the south part of Gilpin's, where the ground was favourable for driving, and the lode would at once produce saving work.

At Carn Calver meeting, on Sept. 2, the accounts showed—Balance last audit, 308*l.* 15*s.* 11*d.*: arrears of calls, 177*l.*; labour cost for April, May and June, 612*l.* 19*s.* 4*d.*; surgeon and club, 9*l.* 9*s.* 7*d.*; dues, 33*l.* 19*s.* 4*d.*; merchants' bills, 125*l.* 4*s.* 10*d.* = 1107*l.* 9*s.*—Tin sold, May, June and July, 747*l.* 5*s.* 6*d.*; arrears of calls, 17*l.*; gunpowder casks returned, 15*s.* 9*d.*: leaving a balance against mine, 342*l.* 7*s.* 9*d.* The committee reported that the tin sold last quarter amounted to 11 tons 2 cwts. 26 lbs., being 9 cwts. 14 lbs. less than for the quarter ending March. The tinstuff raised is about equal to the previous quarter, but the summer power not being sufficient to stamp all, the surplus remains over for the winter power; the proceeds being 13*l.* 19*s.* 6*d.* less than March quarter. The labour cost is 36*l.* 6*s.* 2*d.* more than the last quarter; the merchants' bills are 37*l.* 0*s.* 6*d.* less than March quarter, but both include expenses connected with altering the hydraulic engine, and bringing in the reserved water.

At the Trevenen and Tremenheere United Mines meeting, on Sept. 10 (Mr. J. Horspool in the chair), the accounts showed—Balance last audit, 203*l.* 14*s.* 2*d.*; mine cost, May and June, 768*l.* 0*s.* 3*d.*; merchants' bills, 131*l.* 4*s.*; travelling expenses, &c., 21*l.* 10*s.* = 1124*l.* 8*s.* 3*d.*—Calls paid, 753*l.* 5*s.* 6*d.*: leaving balance against mine, 431*l.* 0*s.* 9*d.* A call of 2*s.* per share was made. Capts. Webb and Truran reported that since last meeting the engine had been put in good repair, the iron flat-rods replaced by wooden ones, new angle bob, and one of the stamps axle put in a more convenient position, part of the dressing-floors were remodelled, and clearing in the old shafts and levels had been carried on. They felt justified in promising that after the next two months the mine would pay its cost while being cleared to bottom, where reports state that the lode continues very rich. It was their opinion that this mine will be found one of the best and permanent tin mines in this county.

At the Nanteos and Penrhiw Consolidated Mines Company meeting, on Wednesday (Mr. J. W. Williamson in the chair), a resolution was passed for developing the Eystumtcan Mine, and laying out dressing-floors and machinery in the Rheidol Valley. A call of 6*s.* per share was made. The proceedings are detailed in another column.

At the South Bog Mining Company meeting, on Wednesday (Mr. J. Maynard in the chair), the resolution passed on July 2 for the voluntarily winding-up of the company was confirmed; the meeting also confirmed the resolution of the same date, appointing Mr. G. Peircey liquidator.

At Wheal Ludcott meeting, on Tuesday, the accounts showed—Balance last audit, 76*l.* 3*s.* 5*d.*; ores sold, 1547*l.* 0*s.* 4*d.*; less discount and lord's dues, 139*l.* 12*s.* 1*d.* = 1483*l.* 11*s.* 8*d.*—Mine costs, 983*l.* 4*s.* 9*d.*; merchants' bills, 396*l.* 14*s.*: leaving a balance in favour of adventurers, 103*l.* 12*s.* 11*d.* The profit on the three months' working was 27*l.* 9*s.* 6*d.* Captains Knapp and Husband reported that they had sampled during the past quarter 75 tons of crop ores, and hoped that the improved appearance of the mine would enable them to increase the quantity to 80 tons in the coming quarter, in addition to which they hoped to have about 50 tons of good second quality, which, at present prices, would leave a considerable balance in favour of the adventurers.

At the North Phœnix four-monthly meeting, held at the London Tavern, Bishopsgate, on Thursday, a call of 3*s.* per share was made. The engine-shaft was down to the 100, and preparations are being made to cut the lode in that level; and although nothing has been seen of the lode since it was left in the 70, there is every reason to hope that a good course of copper ore will be met with.

At Camborne Vean and Wheal Francis meeting, on Sept. 4, the accounts showed—Mine cost, January to June, 2301*l.* 6*s.* 7*d.*; merchants' bills, January to June, 1667*l.* 7*s.* 9*d.*: lord's dues, 93*l.* 3*s.* 10*d.*; rent and sundries, 149*l.* 10*s.* 4*d.* = 4211*l.* 8*s.* 6*d.* —Copper ore sold, 1136*l.* 18*s.* 11*d.*; black tin sold, 708*l.* 3*s.* 4*d.*; sundries, 23*l.* 16*s.* 8*d.*: leaving balance against the mine, 2342*l.* 9*s.* 7*d.* A call of 10*s.* 2½*d.* was made.

At Wendron United Mines meeting, on Sept. 2, the accounts showed— Balance from last audit, 890*l.* 7*s.* 2*d.*; labour cost for March, April, May, and June, 546*l.* 13*s.* 2*d.*; merchants' bills, 336*l.* 13*s.* 5*d.*; dues, 2*l.* 0*s.* 9*d.*; voted at the last meeting to H. V. Newton, 20*l.* = 1796*l.* 0*s.* 6*d.*—Tin sold, 36*l.* 14*s.* 6*d.*; calls received, 960*l.*: leaving balance against mine, 799*l.* 6*s.* A call of 1*l.* per share was made, subject to a deduction of interest at 5 per cent., if paid within one month. Capt. Pascoe reports that at surface they have completed most of their expensive works, and the stamps of sixteen heads attached to the engine will be now daily in operation. About 350 tons of tinstuff are already at surface, most of which is prepared for stamping.

At West Wheal Grenville Mine meeting yesterday (Mr. Fras. Pryor in the chair), the accounts showed—Balance in favour of adventurers, 22*l.* 9*s.* 9*d.* The management was transferred to Messrs. John Taylor and Sons. The proceedings are reported in another column.

At Great Wheal Vor United Mining Company meeting, on Wednesday (Mr. George Noakes in the chair), the accounts showed a balance against adventurers of 457*l.* 14*s.* 9*d.* No call was made. The committee of management were re-elected, with the addition of Mr. Rawlinson, in the room of Mr. Quick, resigned. The proceedings, which are fully detailed in another column.

At the Yarner Mine meeting, on Sept. 10 (Mr. W. F. D'Arcy in the chair), the accounts showed—Calls received, 177*l.* 19*s.*; ores sold, 208*l.* 3*s.* = 385*l.* 2*d.*—Balance last audit, 54*l.* 8*s.* 2*d.*; mine cost, May, 120*l.* 0*s.* 5*d.*; June, 120, 2*s.* 5*d.*; sampler's expense, 5*l.* 5*s.*; dues on ore, 13*l.* 11*s.* 9*d.*: leaving balance in favour of the adventurers, 72*l.* 14*s.* 3*d.* Messrs. D'Arcy, Ware, Mortimer, and Follett, were appointed the committee of management. Capts. J. Hampton and N. Faull reported that during the last day or two they had been taking down the lode in the shaft, which was 4 feet wide, and worth full 10 tons per fm. The 20 west is quite as good as they ever saw it, and worth full 4 tons. per fm. The stopes in the back of the 20 were worth 4 tons per fm.

At the Brazilian Land and Mining Company meeting, on Monday (Mr. Robert Sheppard in the chair), the accounts showed loans on security and cash at bankers, 1911*l.* 18*s.* 10*d.* The retiring directors and auditor were re-elected. The proceedings are are detailed in another column.

In Foreign Mine shares a large number of transactions has taken place, and capitalists generally appear to have more confidence, although some mines are not in such great favour. Cobre copper being quoted at 37, at which price there is but very little doing. The General Mining Association shares have been more in demand, and prices have risen to 20, 20½. Inquiries have also been made for the shares of the Australian Mining Company, but the price remains unaffected, the present quotation being 1½, 1⅝. Reports received by the Alten Mining Association state that a fair quantity of ore is being raised at Riapas Mines, though still of a low per centage; the old mine is yielding about 3½ tons of ore per fathom; in the south stope the lode continues equally large and good, and the winze is giving good saving work. At United Mines work has been recommenced, the water having nearly disappeared, the lode, which is 3 ft. wide, yielding moderate saving work. At Thomas's the vein has widened from 6 to 8 in. of nearly solid ore. At Quæuvig they are opening a lode composed of gossan, calc, spar, and good yellow ore; the other places look much the same as before, the ore being of good quality but the veins small. Port Phillip shares have not been so much in demand, and no change from last week's prices have taken place, holders being firm at ⅝. The shares of the St. John del Rey have been freely offered at 12. The North Rhine continue firm, at 1-16 to 3-16 premium. Out of the 10,000 shares of the Brazilian Land and Mining Company the call of 1*l.* per share has already been paid on 7481 shares, the remaining 2519 shares are not yet paid upon, they have made advances to the receiver of the National Brazilian Mining Association, the same being repayable out of the first proceeds of the estates which come to hand. The Pontgibaud shares have not rallied from their recent depression, the shares being still marked 4 to 6 (20*l.* paid). There has been little more enquiry for Dun Mountain Copper, but the quotations of last week remain unaffected. A new company is about to be started for the purpose of working a rich mineral property situate in the Murchison River district, Western Australia. The South Australian shares continue in great favour, a few having this week been sold for 169*l.* per share, the original price paid being 5*l.*, and the dividends receivable are at the rate of 20*l.* per annum. A dividend of 5*s.* per share has been declared by the Linares Lead Mining Company.

From Jamaica, we have dates to Aug. 26. Reports from all the mines are of a very satisfactory character; the usual details will be given in our next.

From Leeds, our correspondents (Messrs. Gledhill and Co.) state that the mining market continues brisk. Many enquiries have been made for shares, and good business done in progressive and dividend mines. The Wet Groves, which we noticed a short time back, continues to improve—the lode varying from 3 ft. 6 in. to 4 ft., solid lead, and is being raised at less than 1*l.* per ton. The shares, which cost from 5*l.* to 8*l.* each, and were not marketable a short time since, are now from 50*l.* to 100*l.*, and much enquired after. This has caused a great move in this town and district. Several other mines are spoken of as having greatly improved; we wish them speed.

Our Hull correspondents (Messrs. Flint and Co.) report that a decided change for the better has come over the share market, and there is much more disposition evinced to do business on the part of the public, although they still continue to operate very cautiously. Among the heavy stocks, London and North-Western and Great Northern, and among the lighter ones North British, attract attention chiefly.

North Rhine Copper Shares (South Australia) maintain a premium of ⅛ to ¼, and have been much enquired for during the week. Purchasers express desire of an early issue of the shares that a settlement of transactions may be effected, the want of which, it is said, retards the upward movement in the price.

PEAT GAS.—A village on the estate of Mr. J. Wilson, J.P., Daramona, Westmeath, has just been lighted with peat gas, manufactured according to the patent of Mr R. L. Johnson. A large number of persons, including many of the inhabitants of the neighbouring towns, were present to witness the ceremony of lighting. The people who had assembled became loudly enthusiastic—cheers and every possible demonstration of joy followed the proof that the undertaking was successful; and it was freely admitted that there is something in the bogs of Ireland. The best possible feeling is evinced towards Mr. Wilson for having so fully appreciated Irish resources, and towards Mr. Johnson for his ingenuity in applying the invention.

A LANDED ESTATE WON FROM THE SEA.—The extensive improvements recently effected in the neighbourhood of Sharon, in Donegal, by Mr. William M'Cormick, the eminent railway contractor, are among the most extensive works of the kind in Ireland. From time immemorial the island of Inch, as its name and description implies, was surrounded by water. Within the last two or three years, however, the term has become a misnomer, for the sea has been driven out, and a plain of the richest land, at present loaded with a luxuriant crop, now spreads itself over the former bed of the waters. Some idea of the extent of ground inclosed may be formed when it is computed that upwards of 6000 acres have thus been reclaimed from the dominion of the sea.

THE COLLIERS' STRIKE.—(*From a Correspondent.*)—The colliers appear to be making the breach between themselves and the coal owners wider and wider each week, and their demands have now become so excessive that the masters will be compelled to take arbitrary measures to maintain their position. At one colliery the men waited upon the manager with the general and special rules in their hands, and informed him that they had come to the determination not to work any longer under any rules. At other collieries they refuse to work unless the coal be sold as raised—the object being to prevent an accumulation of stock for the winter season. The step taken by the masters, if carried out with unanimity, cannot fail to have the effect of bringing the colliers to reason, and as there is no desire on the part of masters to be unjust, it is probable that both employers and employed will derive advantage. It has been carefully explained to the miners that the resolution to reduce their wages was not carried for the purpose of augmenting the masters' profit, but simply to meet an absolute necessity, yet the colliers are not sufficiently enlightened to comprehend the argument, and they have preferred to suffer the greatest privations rather than submit to the requisite reduction. The masters throughout have acted in the most exemplary manner; but the time has now arrived when they must change their policy. A meeting, consequently, has this week been held at Leeds, and the strikes being taken into consideration, it was thought preferable to stop the whole of the collieries entirely than to work them in such a very unsatisfactory manner. It was, therefore, resolved to give all the colliers in the Wakefield and Leeds districts one month's notice to give up work. The notice, in accordance with this resolution, has already been given, and some 10,000 men will, at the expiration of the month, be out of employ. It must not, however, be supposed that the masters have any intention of closing their pits without giving the men an opportunity of coming to an arrangement, but the position of the trade is such that the masters must have the work done at a reduction, if it is to be done at all. It is thought that by far the greater number of the colliers would, as individuals, willingly resume work at the reduced rate, but the position assumed by the more determined of those on strike prevents them. The decisive step taken by the masters will leave these "agitators" in a less enviable situation, and all may thus be induced to enter into an arrangement satisfactory to both parties.

THE IRON MANUFACTURE IN INDIA.—The importance of India becoming an iron-producing country is daily becoming more apparent. The existence of immense iron deposits in Bengal, in proximity to the coal formation, together with the knowledge that limestone for flux, although found in distant localities, could be supplied at a price not exceeding that paid for it in many places in England, left but little doubt that time and Anglo-Saxon energy alone were wanting to enable India to supply her own great and growing demands for iron. To the possession of iron ore and the means of manufacturing it may in a great measure be traced the present greatness of the British empire. The presence of iron ore, coal, and limestone in any country may be received as unquestionable evidence that it possesses the germ of civilisation, for it is impossible to carry out to its legitimate end the working of those minerals without bringing in its train the blessing of progress and improvement. The Government were desirous of determining the value of India as an iron-producing country, and a considerable amount of money has been expended for that purpose. Mr. Smith, the Government iron-viewer, was of opinion that coal and iron ore are found in sufficient abundance in the province of Burdwan only, but that the proper description of labour and limestone contiguous to the coal and iron field is wanting, still he thinks it possible these difficulties might be overcome, but that the risks to be encountered are very great. The introduction of railways having become an established fact, it was determined by the authorities to push forward to completion the great trunk line from Calcutta to Lahore with all possible dispatch; it, therefore, became necessary to consider how the iron requisite could to be obtained in time to effect the object they had in view. A thorough and searching enquiry, aided by the practical experience which the progress of the railroad up to that time had furnished, clearly demonstrated—first, that tonnage could not be found in England to meet the requirements of the railway company for the speedy completion of the work, and—secondly, that India, notwithstanding the reports of the geologist and iron-viewer to the contrary, possessed all the requisites necessary to furnish the best description of iron at rates that would, if that branch of the trade could be introduced, completely supersede the consumption of imported iron. The Government of India being satisfied of the practicability of manufacturing iron cheaply, sanctioned the construction of a furnace with appliances at Kurmaum, but as iron-blowing cylinders could not be procured there, Mr. Henwood proposed supplying the blast by means of a fall of water into a pneumatic trough through a wooden tube, the fall not to be less than 60 ft. in height, the tube 18 in. square. Mr. Rees Davis, a practical smelter, who had been a furnace keeper in Wales, thought a fan blast would answer the purpose. Mr. Barratt suggested that wooden cylinders worked by a water wheel would, in the absence of iron cylinders, produce the best blast. After mature consideration Mr. Barratt's plan was sanctioned. But notwithstanding the heavy expense incurred by the Government in securing the services of practical men of European experience, it has ended in a complete failure.

THE MERSEY STEEL AND IRON-WORKS, AND THE LIVERPOOL DOCK BOARD.—At the meeting of the board, on Thursday, a letter was read from Mr. W. Clay, manager of the above works, stating that if a quantity of land on the north side of the Harrington Dock, recently let to Messrs. Todd, Naylor, and Co., for the accommodation of the copper and silver ore trade, were enclosed, as ordered by the board, the proprietors of the Mersey Works would not have, except at the end of the dock which was too short for most vessels, a single berth at which their pig-iron and other stores could be landed and removed. With respect to the extent of the business transacted at the mills, Mr. Clay says:—"During the last three months we have landed above 4000 tons of pig-iron, 300 tons of scrap ditto, 1400 tons of iron ore, besides other minor amounts of sundries. We have also, during the same period, received 4400 tons of Welsh coal, but this we got into our yard, where we have one berth which is constantly working with coals alone. We have also, at times, considerable quantities of material to send away, some of which (such as our cinder) will not bear any further expenses, as you will be aware when we mention that we sell them and put them on board vessels at 1s. 6d. to 2s. per ton." He then proceeds:—"Without wishing for a moment to dictate or interfere with the plans of the board, we would respectfully suggest that, if the line of enclosure were carried back some 22 feet, the same accommodation might be provided for Messrs. Todd, Naylor, and Co., and the present dock frontage would be available for ourselves and the public. Of course, a road to the quay would be required. The present and former tenants of the land to the north side of this dock have always been restricted to 30 feet from the quay, or dock side, and we and the public have always had the use of that 30 feet to land our cargoes. Beyond that line, which is clearly marked out, we have never been accustomed to go." The letter was referred to the Docks and Quays Committee, it being understood that Messrs. Todd, Naylor, and Co., would consent to the arrangement proposed by Mr. Clay.

ERRATA.—In my letter yesterday are two important errata,—viz., "322," in place of "352;" and "35·6," in place of "29·6." If you insert it, please to make these corrections.—ROBT. MUEHET: *Coleford, Sept.* 17.

LEAD ORES.

Sold on the 11th September.

Mines.	Tons.	Price per ton.	Purchasers.
Foxdale	100	£23 10 0	Panther Company.
Penhaldarva	12	20 3 6	Treffry's Executors.
ditto	9	14 9 0	ditto
Sold on the 13th September.			
Minnegaff	20	12 18 0	Walker, Parker, & Co.

BLACK TIN.

Sold on the 31st August.

Mines.	Tons	c.	q.	lbs.	Price per ton.	Amount.	Purchasers.
Pedn-an-drea	4	2	1	22	£69 12 6	£287 0 0	Bolitho & Sons.
ditto	11	11	2	22	64 7 6	745 15 6	ditto
ditto	2	2	1	10	58 0 0	122 15 6	ditto
Sold on the 11th September.							
Kitty (St. Agnes)	16	0	3	19	—	952 3 0	—

COPPER ORES.

Sampled August 25, and sold at Swansea September 14.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	102	11¼	£9 11 0	Spanish	47	8¼	£5 11 0
ditto	89	11⅜	9 15 6	ditto	10	8⅞	6 14 0
ditto	49	21⅜	19 4 0	ditto	4	36	36 11 6
ditto	48	21⅜	19 0 6	ditto	2	34½	29 12 0
ditto	12	61	53 5 6	British Reg.	54	4	3 0 0
ditto	101	12¼	10 4 0	ditto	22	6¼	3 10 0
ditto	109	12¼	10 7 0	ditto	14	5¼	3 6 0
ditto	9	13⅜	11 10 0	ditto	3	9½	6 10 0
Knockmahon	109	9⅛	8 10 0	Molland	35	5½	3 12 0
ditto	91	12⅛	10 4 0	Cronebane	13	13	8 7 6
ditto	66	12¼	11 2 0	ditto	2	2	28 1 6
ditto	28	10¼	9 5 0	Tigrony	2	2	28 1 6
Berehaven	124	10	8 5 0	Holyford	13	19⅞	15 19 6
ditto	97	9⅞	8 8 0	ditto	11	7⅝	6 9 6
Spanish	83	8¼	6 9 6				

TOTAL PRODUCE.

Cobre	510	£6506	1 6	Molland	35	£ 126	0 0
Knockmahon	294	2846	6 0	Cronebane	15	100	0 6
Berehaven	221	1837	16 0	Tigrony	2	56	3 0
Spanish	146	1070	15 6	Holyford	24	278	18 0
British Regulus	93	250	14 0				

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Copper Miners' Company	108½	£ 991 4 0
P. Grenfell and Sons	234	2597 19 6
Sims, Willyams, Nevill, and Co.	229	1642 2 0
Vivian and Sons	168½	1977 18 0
Williams, Foster, and Co.	410	3571 9 0
Mines Royal Company	50	517 10 0
F. Bankart	140	1774 12 0
Total	1340	£13,072 14 6

Copper ores for sale at Swansea, Sept. 28.—Cuba 90, 82, 80, 78, 76, 70, 47, 1—Berehaven 125, 115, 109, 72—Cobre 86, 78, 45, 42, 12—Knockmahon 74, 73, 63, 38—Del Soto 60, 40, 30, 3—Great Barrier 43, 40, 39—Parys 103—Estrella 66, 21, 7, 5—Garrucha 32, 23, 22, 21—Tharsis 20, 19, 19, 19—Walwich Bay 39, 36—Bampfylde 13—Sydney 11—Namaqua 9, 1—San Fernando 1.—Total, 2199 tons.

AVERAGES.

	Produce.	Price.	Standard.
British	9 9-16	£ 7 19 6	£107 3 6
Foreign	13 11-16	11 11 0	100 19 0
Sale	11 9-16	£ 9 14 6	£103 11 6

Totals—British, 684; Foreign, 656 = 1340 tons (21 cwts.)

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	9⅞	£ 8 6 8	£118 10 9
Foreign	14 7-16	12 11 1	107 12 9
Sale	11¼	£10 0 2	£113 5 9

Totals—British, 710; Foreign, 427 = 1137 tons (21 cwts.)

COPPER ORES.

NO SALE on Thursday last, 16th September.

Copper ores for sale on Thursday next, at the Royal Hotel, Truro.—Mines and Parcels.—Devon Great Consols 1953—Phœnix Mines 383—West Caradon 300—Bedford United 212—Hingston Down 210—Colliacombe 181—Devon and Cornwall 150—Calstock Consols 145—Wheal Friendship 137—Wheal Edward 120—Kelly Bray 118—Gawton Copper Mine 92—West Wheal Jane 53—Wheal Franco 50—Lady Bertha 39—East Wh. Russell 38—Devon and Courtenay 35—Devon Buller 22—Virtuous Lady 20—Great Tregune 3.—Total, 4261 tons.

Copper ores for sale on Thursday week, at the Royal Hotel, Truro.—Mines and Parcels.—United Mines 792—Great Wheal Busy 507—South Caradon 424—Fowey Consols 403—St. Day United 345—Craddock Moor 200—Wheal Ellen 175—South Wheal Ellen 156—South Crinnis 141—Gonamena 81—Duke of Cornwall 64—North Downs 45—Perran St. George 36—Trethellan 35—New Treleigh Consols 33—North Wheal Busy 31—Basset Consols 28—Wheal Henry 19—Wheal Kitty 14—Nankivell's Duchy Ore 9—Wheal Lushington 5—Painter's Ore 1.—Total, 3554 tons.

THE PROGRESS OF MINING IN 1857, BEING THE FOURTEENTH ANNUAL REVIEW.

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Notices to Correspondents.

*** Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

COPPER IN DURHAM.—Some few weeks since you mentioned that copper had been discovered in this county in a railway cutting. Your correspondent who forwarded the information would be affording some service to science if he were to inform us the precise locality, and likewise the formation of the strata in which this was discovered.

SOUTH CALLINGTON MINE.—In answer to "Inquirer" respecting this mine, it is situate about a mile south of the Callington Mines, which were worked for lead but not profitably, and is supposed to be the same lode. The shaft is much below the 10, but there never was a paying lode in the shaft, only occasional stones of ore, and in the 10 the mine was poor. The lode is not productive, nor has it ever been, nor do I remember that a ton of lead ore has been sampled from the mine, and it would be very difficult to break a ton of ore now. The mine has not been carried on with energy and economy, and it is even said that most of the money spent on the mine has been badly appropriated. A few gentlemen in London and elsewhere have been induced recently to take a very large interest in the mine, but under what representations I do not know. The mine will take at least 10,000*l.* to try it in an effectual manner.—A MINER.

SNAILBEACH MINES.—The mine is in 14 shares: I never heard of one being sold. It is not for me to put a price on the property of others without their permission. The dividends for many years past have not amounted to one quarter part of the sum quoted in your Journal a few weeks ago.—E.

"R. R."—The communication sent is an advertisement, and could only be inserted as such. Any particulars relating to the mines themselves will be willingly published.

THE ATLANTIC TELEGRAPH.—It is confidently asserted that the flaw in the Atlantic cable is some hundred miles from the Irish coast, but, of course, nothing is yet known as to the distance from the Newfoundland coast; it is, therefore, hoped that the damage is not irreparable. I was fearful that the action of the current would have the effect of damaging the conducting power about the centre of the cable, and if such be the case I fear the difficulty will be insurmountable. We must, of course, hope this is not the case, but I would advise the directors to give this point their attention, and endeavour to devise a remedy.—C. A.

COMPRESSED PEAT.—Can any of your correspondents inform me whether Messrs. Gwynne continue to manufacture their compressed peat? And, if so, what price they can sell it at per ton, and to what purposes it has hitherto been applied?—J. J.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—Fifteen months have now elapsed since the liquidators of this association were appointed. Many of your correspondents have at various times endeavoured to obtain some information as to the proceedings of the gentlemen nominated to settle the affairs of the company. A meeting is now summoned for Sept. 29: in the advertisement we are told this is for the purpose of voluntarily winding-up the affairs of the company, and approving of the acts of the liquidators. I believe that there is not one of the shareholders who is acquainted with the meritorious actions of these gentlemen, the general impression being that from the time of their appointment until the present period they have been wholly employed in inaction. I trust, however, that a large body of shareholders will attend the meeting, and that a lesson will there be read to those persons who have so trifled with the interests of their constituents. Much better would it be for all to throw the property into Chancery than allow the present dilatory persons to wind it up. They have on their board, I believe, two solicitors: one would have imagined that before this some steps would have been taken to arrive at a practical result; nothing, however, has been achieved. I would now suggest that a strong effort be made by the proprietary to wrest from these gentlemen the authority they have neglected to use. We must enquire how the suit with Sir Henry Huntley has progressed, and whether he has rendered any account of the expenditure of the funds in California. I trust that among the shareholders Mr. W. A. Coombe will be in his place, and that a stringent demand will be required as to the reason of the late inaction, and the general mismanagement of the association.—LEX.

COAL-BURNING LOCOMOTIVES.—In consequence of the reference made to the new invention used on the Lancashire and Yorkshire Railway, I have looked at Mr. Beattie's patent, and can only say that, as he has between two and three dozen drawings annexed, if he has not claimed all that any one generation is likely to invent, he could have done so without rendering his specification more intelligible.—H.

EAST WHEAL GEORGE.—For a considerable period, almost since its formation, I have held shares in this company. I have not heard lately how the property is progressing, nor have I been troubled for any calls. I perceive that the mine is no longer in your list, and presume, therefore, it must be abandoned. I have seen no account of its being transferred to another proprietary, nor any sale of materials advertised. Probably some one connected with the management will be able, through the medium of your columns, to afford some elucidation on that subject.—V. G.

LADY ELIZA MINING COMPANY.—I am or was a shareholder in this company, but have just received notice that my shares are forfeited, although I am not relieved thereby from payment of calls made up to the date of the forfeiture, and I hear the directors have forfeited above 900 shares under the same circumstances. This may or may not be the legitimate mode of dealing with the question of arrears, but it presses very heavily on me and others, who are unable, from unforeseen circumstances, to pay their calls in time, as they have still to pay, and yet lose their property.—S. W.

BOARD OF MANAGEMENT.—"R. T." (Southwark).—The pamphlet noticed in the Journal of Sept. 4 is published by Mr. Stanford, 6, Charing-cross.

COPIAPO SMELTING COMPANY.—I perfectly agree with your correspondent, that some time should be allowed to the superintendents, previous to any real operations being proceeded with. I have every confidence in the practical persons who have been dispatched to Chili; at the same time, however, I must say that I should like to know how they are progressing, and when it is likely the reduction of the ores will take place. I by no means wish to see managements hurried, nevertheless I trust no unnecessary delays will be allowed to occur.—BETA.

MILL TOWN MINING COMPANY.—A mine adventure in county Clare was advertised some time since under this name; can any of your correspondents inform me whether the shares have been subscribed for, and whether the mines are being worked?—T. F.

NEW LINARES MINING COMPANY.—Can any of your readers inform me what the New Linares Mining Company is doing? It is now nearly three years since a call of 3*s.* per share was made, and a promise given at the time that the whole should be returned. The property has been sold to the San Fernando Company for 10,000*l.*; the original cost, I believe, was over 40,000*l.* I am informed that all claims have been settled, and the balance which the directors have out at interest will return about 1*s.* 6*d.* per share, or one-half the call referred to. I wish to know why the directors do not pay this amount, and wind-up at once? Any information on this subject will oblige.—A SUFFERING SHAREHOLDER: *Sept.* 16.

IRON IN NORTHAMPTONSHIRE.—Will you be good enough to correct an error which crept into the letter you inserted in your last Journal? "I find that it seldom if ever takes more than 500 cwts. to make a ton of iron." This quantity should read 50 cwts., and not 500.—W. BROWN: *Hafoxl Ironworks.*

GOLD REDUCTION IN ENGLAND.—With regard to the proposal by "Cosmos," that the granite rocks of the United Kingdom should be submitted *en gros* to Mr. Squire's process, would it not be quite as satisfactory, and very much less expensive, to have such formations operated upon by an assayer (if operated upon at all), as it has certainly been proved by the late experiments of the Quartz Rock Reduction Company that the assayer can find even *more* gold than Mr. Squire?—AN UNFORTUNATE GOLD MINING SHAREHOLDER.

GOLD QUARTZ.—I have read very attentively the speech of Mr. Squire, in your Journal, upon the subject of procuring gold from the brown oxides of quartz rock; and, being largely interested in gold mining shares, I have considered it of the greatest importance to see Mr. Squire, and I do assure you that I not only received from him the fullest information on the subject, but at his request I waited on him at his house, where he, in the most polite manner, convinced me by an experiment, made while I was there, of the great value of his plan over others which have been carried out in this country, as well as in California and other parts. The rude state in which he at present tests his scientific knowledge is surprising, and has this great merit over all other plans as yet put into execution, that it does away at once with the enormous expense attending the erecting machinery, and may be placed in any part of the world at a trifling charge. I really do hope that such a valuable discovery will not be lost sight of by the shareholders in gold mining companies, and that a public meeting will at once be convened of scientific men from all countries to test the value of a plan which appears likely to be of benefit to the gold mining operations of the world. I refrain from proposing any scheme for carrying out Mr. Squire's invention, but, were I to do so, I should in the first instance seek the co-operation of such firms as the Barings, Rothschilds, and the directors of the different Californian and Australian Companies, by which means the secret of Mr. Squire might be secured for the benefit of all those directly and indirectly interested in gold mining speculations.—A SHAREHOLDER: *Camberwell, Sept.* 15.

DRAKE WALLS.—The dispute between Mr. Betteley and Mr. Hodgson arises through a number of shares received by Mr. Betteley, in his official capacity, as assignee under the bankruptcy of the late manager, being given up to the estate; Mr. Hodgson contending that they ought to have merged into the company, for the general benefit of the shareholders. Mr. Betteley has frequently stated that he acted under legal advice.

MINING IN JAMAICA.—"Subscriber" (City).—A new company, for working a mine in Jamaica, is in course of formation in London; but no prospectus has yet been issued. It is to be called the "Hope Mining Company." The percentage of the copper ore from the colony which has reached this country is generally very high, varying from about 18 to 32 per cent. The machinery sent out for the Clarendon Company had not at the date of the last advices (Aug. 7) all arrived at the mine, in consequence of the bad weather stopping up the roads.

MINING IN THE CAPE OF GOOD HOPE.—I am much interested in the advance of this important colony, and if your correspondent, who writes in the Journal of Sept. 4, signing himself "G. G.," will communicate such information as he may be in possession of, it may assist in the object he has in view—bringing Namaqualand Mines before the public.—X. X.

CATHERINE AND JANE CONSOLS.—"F. B." (Aylesbury).—The reason the meeting was adjourned to Sept. 21 was to prevent the necessity of calling a special general meeting to consider what measures should be adopted against the shareholders in arrear of call. When the company was formed it was stated that no calls would be required, and an attempt was made to avoid it by issuing additional shares; but only a portion of them was taken up, consequently the committee were compelled to make calls or abandon the mine.

SOUTH WHEAL BETSY.—"J. S." (Ferdinand-street).—The company have no offices in London: the mine is situated near Tavy, Devonshire, and the meetings are generally held at Mr. George Down's, the purser, Cathedral-yard, Exeter.

MUNDIC.—I saw by last week's Journal that there were plenty of purchasers for mundic that produced from 1½ to 2 per cent. for tin and copper. Having a large quantity of arsenical mundic, producing from 1½ to 2 per cent. of fine copper, I shall feel obliged if some of your correspondents will inform me the address of such purchasers of mundic; or if any of them should be in this part of Devon they can call at the mine, and see for themselves, when I shall be open to treat with them.—WILLIAM GOSS: *South Lady Bertha Mine, North Buckland, Plymouth, Sept.* 16.

OOLA MINING COMPANY.—From the report inserted in your Journal of last week, I perceive that a liquidator, who is also a solicitor, has been appointed to wind-up the property. A great deal of undeserved odium appears to me to have been thrown on many of the parties connected with the management. When Capt. Champion was engaged, last January, we were led to expect great things. At one meeting I remember the secretary reading a letter stating that there was at surface ore to the amount of over 100*l.* I have watched since then the course of the property, and have never yet heard of this parcel being realised. I certainly will not accuse Capt. Champion of wilful misrepresentation, but still I may be allowed to state that he must have been greatly deceived in his estimates. The property is now to be sold, and it is to be hoped that the new proprietary will be more fortunate than their predecessors. I have been informed that an inspecting gentleman, who went over to ascertain the value of the property, merely contented himself with looking at the engine, but did not condescend to go underground, urging as an excuse that he had not leisure to do so, although he had ample time to inspect the engine, and endeavoured to find out a variety of supposed defects.—T. F.: *Fenchurch-street.*

SOUTH CALLINGTON.—Whatever may be the present position of this mine does by no means affect your "Inquirer," he not being a shareholder. However, your readers must pretty well understand the petty, cunning manner in which he writes. If Capt. Spargo had been a mine himself, South Callington would never have been mentioned. I can see it is Capt. Spargo, and not the mine, he wishes to injure. How true the proverb—"Praise goeth before destruction, and a haughty spirit before all."—A SHAREHOLDER: *Sept.* 16.

NEWTOWNARDS MINING COMPANY.—Letters on the discovery at this mine can only appear with the writers' names attached; that received from "F." shall be inserted on complying with this request.

MENDIP HILLS MINES.—Permit me to inform the Chairman of the Mendip Hills Mining Company that he has been guilty of telling an untruth—unintentionally, of course; and I call on Mr. Brown, a shareholder in this company, of whom Messrs. Watson and Cuell (the well-known brokers) purchased the shares I hold in the mine for me long since, to bear me out, that gentleman having received my money for the shares, at all events. As regards my father's engagement with this company, I leave him to explain.—A. ENNOR: *Ford Villa, Wivelscombe, Sept.* 13.

KITT HILL MINE.—I happened to be one of the party who participated in the good cheer provided by Mr. Bayly on this mine the day the engine was put to work, and there met a Capt. S——, who gave an extraordinary account, in his own peculiar way, of the doings of the former adventurers, who, he said, possessed only a windmill for draining the mine of its water, which was guided or attended to by a boy. It so happened that a fearful gale sprung up one day (so our worthy captain stated), and the windmill was blown right away—rope, boy, and all—and never more heard of, strange to tell ye! Here he took a pinch of snuff, and then said, "But one day he (the boy) was found at Saltash." This conclusion caused much winking, nodding, and laughter, and I could not avoid a smile, of course.—A CALLINGTONIAN.

GREAT TREGUNE MINE.—The sampling of 3 tons of ore has been recorded in the Ticketing Paper, in last week's Journal—one of the smallest known to have ever taken place. Had the directors acted wisely, would they have permitted this to have been done? Any of the great mines would have allowed, as a favour, this small quantity to have been added to their large batch. When all expenses are paid of the ticketing and sale it may be found that the 3 tons of ore have disappeared in expenses. The captain reported that this sale was to be considerably more, but it has not turned out so; and he now reports that the next must be a large parcel. Where is it to come from? He says, also, the mine is improving in the 60 and 70 fm. levels. The mine has been improving so many times, that it is hoped the improvement will now be permanent. By-the-bye, how is it that two shafts have been sunk on this mine? What is the meaning of it? I would recommend the directors to pay their captain a good salary—say, 10*l.* per month—and have his undivided services. One mine requires the sole attention of one captain; and it is necessary for the welfare of any mine that the captain should be at his post by day and night, to see or know that the cores of men are punctual in their duty, and to watch the materials. "When the cat is away, the mice are at play."—A MINER.

ASTURIAN MINING COMPANY.—I had anticipated, from the remarks in your Journal, that some prospectus would have been issued as to the future working of the large properties now possessed by the new company. Probably some of your correspondents who are acquainted with Spanish affairs may be enabled to afford us some information on the subject, as I and several of the old shareholders are interested in the progress of the new company; convinced, as we are, that the property has more than the ordinary elements of success, and that nothing but extravagance and bad management could have ruined the late company. A brighter era is now dawning, and we may trust that, under efficient management, the mineral capabilities of the Asturias will at length be properly developed.—I. S.

ROTATING BUDDLES.—You have already stated that in every instance where Zenner's Rotating Buddle has been applied it has given the greatest satisfaction, but I cannot learn that it has been very generally introduced, either in Cornwall or Devonshire. Perhaps Mr. Zenner would not object to state on what mines it may be seen in operation; and as it would aid adventurers in forming an opinion of its merits, I think it has any confidence in the invention he will lose no time in doing so.—R. S.

DRAKE WALLS.—"C. C." (Exeter).—At the meeting reported in the *Mining Journal* of Sept. 11, no day was named for the adjournment, but upon enquiry we are informed that another meeting will be called in about a month, of which notice will be given.

ROYAL SANTIAGO MINING COMPANY.—"Scrip" (Oxford-street).—No report was received by the last mail. The rise in the shares during the week is attributed to the supposition that the company will be wound-up forthwith, in which case there would be an amount to divide.

PENDEEN CONSOLS.—At the last meeting of adventurers in this mine it was agreed that the report should be made a day or two earlier in the week, in order that it might be inserted in the *Mining Journal* almost as soon as made, instead of a week afterwards. It looks like defying the shareholders, and as a general meeting decided that the report should be sent earlier, *I think* you would be fully justified in refusing to publish it unless the shareholders' wish be complied with. Too many mine managers assume the position of masters instead of servants of the shareholders.—A COUNTRY ADVENTURER.

GREAT WHEAL VOR.—"An Old Agent" should address his letter to the committee, who will readily attend to its contents.

PEMBROKE AND EAST CHINNIS MINES.—It is manifest that "Lover of Truth" is not accustomed to the nature of mining. I am aware that delays in mining, as in any other branch of speculation, bring with them a train of unpleasant feelings; but every reasonable man is bound to pause, and enquire into the cause. When we commenced to drive the 102 cross-cut, the only guide we had was the underlie of the lode from near the surface down to the bottom of the old workers, and, giving its regular basis, the cross-cut ought to have intersected the lode long since. Now, Sir, I ask any miner whether I am not justified in stating the lode may be expected every 6 fm. we drive? We naturally expected to see it in its regular run. It is now evident that a great change has taken place in its underlie, and it is possible that another fathom may discover it. When the eastern ground was surveyed by the agents of Par and Fowey Consols the prospects were such as led me to believe that our returns would be greater ere this; but the fact is we have had a good deal of poor ground to break through that was unforeseen and unexpected.—JOHN DALE: *Sept.* 14.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, SEPTEMBER 18, 1858.

As the recess is the time to call attention to defects in our legislative enactments, and suggest remedies, we are led to the consideration of the Joint-Stock Companies Act (popularly known as the Limited Liability Act), more especially as the present ease in the money market may any day give birth to a spirit of speculation, when it will behove the public to look with caution to the schemes that may be set afloat with tempting prospects of success, so far as representations go, but which experience teaches us do not always bear the test of investigation, or the results justify the hopes held out as inducement to the public to invest their capital.

Although our Journal represents a class interest, we feel we are upholding that interest in advocating the benefit of all members constituting it; and therefore, in calling attention to the rights of shareholders, we are advocating the true interests of mining, as it is by their support mining must advance, for without such support mineral wealth cannot be developed, or made profitable, as the heavy outlay necessary renders it, generally speaking, impossible for private enterprise to attempt it.

The Limited Liability Act is, no doubt, a great improvement on the old Cost-Book System, as it was too often, under that system, the fate of a shareholder to find he had not only paid his calls, but was sued for the debts of the mine, which, when he had paid, left him a remedy only in a court of equity to obtain contribution from his coadventurers; and the result too often proved that the remedy was worse than the disease, for a decree was obtained at heavy cost for contribution, only to find that the coadventurer had nothing wherewith to contribute. This cannot, however, now happen to shareholders in companies constituted under the statute with limited liability, as a shareholder has it in his power to limit the extent of his loss.

Inasmuch, however, as parties investing their capital look for a return in the shape of dividends, and as that capital is expended by other parties (the directors), let us see whether the machinery of the Joint-Stock Companies Act gives to the shareholder that which we think his capital entitles him to—viz., a sufficient voice in its disposal. We think it does not, and that an improvement in this respect can be made by legislative enactment. Let us take a case that may happen any day under the provisions of the statute as it now stands. Seven parties interested in a mining sett determine to form a company with limited liability; they issue a prospectus, stating the terms on which they dispose of the property, and what is required for working capital; they register the company, with articles (Table B), each party taking one share; the public, having faith in the statements put forth, subscribe the required capital; and the company is thus duly formed according to law. Now, by the statute and articles these seven parties become the directors of the company, and have the entire control of the capital, can make calls, and appoint what officers they like; and all this without the shareholders, whose money they are spending, having the slightest control, until the directors are compelled to call a general meeting of the shareholders, which, by the statute, they are not obliged to do for 12 months after the registration, during which time the hands of the shareholders are tied; and when they do meet they may find that the directors have helped themselves to the purchase-money, appointed incompetent officers, and expended capital injudiciously.

Now, this may be, and no doubt is, putting an extreme case, but inasmuch as it may happen, we feel compelled to call attention to it, and suggest a remedy. The remedy is simply this—that the seven parties originally forming the company should, before any capital is expended, or officers appointed, be compelled to call a meeting of the shareholders, who shall have power to elect directors of their own choice to carry on the affairs of the company. This will give the shareholders a right which now they do not possess—the power of electing the parties in whom they have confidence as to ability and integrity. No doubt it would almost invariably happen that the shareholders in all *bonâ fide* undertakings would entrust their interest to the original promoters of the company; but if, on the other hand, anything should have happened to make it expedient to elect other parties, they would have the power so to do; and, generally speaking, a body of shareholders we find most competent to select the best parties to protect their interests. We, therefore, think the amendment we have suggested would be an advantage to the public at large—an improvement of the Joint-Stock Companies Act; and last, though not least, tend to give confidence in *bonâ fide* undertakings.

In the Miscellaneous Statistics of the United Kingdom, which we alluded to last week, will be found a table of the number and nature of accidents in coal mines, and deaths therefrom, in the several coal districts of Great Britain, in each of the years 1855, 1856, and 1857. This report specifies the accidents in the mines that have occurred by explosions of fire-damp and gunpowder, suffocation by gases, fall of material, coal, and stone. In shafts these calamities have occurred through over-winding, rope and chains breaking, accidents while ascending or descending, falling into shafts from surface, things falling from surface, and likewise from part way down. Other casualties have taken place through irruptions of water, falling into water, on inclines underground, trams, machinery, and various miscellaneous causes. At surface, where accidents have occurred it has principally arisen from machinery or boilers bursting. The total number of accidents in Great Britain which did not result in death were—In 1855, 842; and in 1856, 806, while the number of deaths during the same period were respectively 953 and 1029. On looking over the tables, it appears that the greatest number of casualties has occurred either through falls of roof or falling in of the shafts. We find that from this cause in South Durham, during the past year, there were 24 accidents, in Yorkshire 26, and in the midland district, comprising Derby, Nottingham, Leicester, and Warwick, 13. The total accidents for each of these districts being respectively for last year 75, 50, and 32. The deaths in South Durham were 80, in Yorkshire 245, and here it must be borne in mind that we have to take into consideration the fearful catastrophe of Lund Hill, the returns for the previous year (1856) being only 52. The deaths in the midland districts amounted to 53, against 46 in the previous year. In 1856, the accidents in the Manchester district were 73, the deaths being 84. In West Lancashire, under which North Wales is included, the accidents in 1857 were 81, and the deaths 105. North Staffordshire, Shropshire, and Cheshire returned 61 accidents and 70 deaths. In the South Staffordshire and Worcestershire district the accidents in 1856 were 138, while the deaths amounted to 138. In 1856, in the south-west of England, the accidents were 51, while the

deaths were 63. In South Wales, the accidents during the same period were 94, and the deaths amounted to 224. Of this large number 136 had arisen through the explosion of fire-damp. In the eastern district of Scotland, in 1857, the number of accidents were 37, and the amount of deaths occasioned were 38. In the western they were for the same period respectively 71 and 79.

The amount of seaborne coals which arrived last year in London was 3,153,429 tons, while that carried by railway and other land conveyances was 1,235,249 tons, making a total amount of 4,368,708 tons; of this quantity there were 939,587 tons from Newcastle, in addition to 216,283 tons Wall's End. The little port of Seaham sent 323,693 tons. Sunderland, 146,222 tons, in addition to 583,098 tons of Wall's End. The amount of seaborne Welch coal was 162,864 tons, against 147,466 sent to market in the previous year. The Scotch coal which arrived in London was only 15,896 tons. Dorsetshire forwarded 10 tons, while from the great port of Liverpool 300 tons only were sent. The quantity of culm in the same year was 2008 tons, and that of cinders 3205 tons.

It is to be regretted that in these statistics, which apparently are compiled with great care, so far as regards the accidents, the months are not stated. It is well known to all who are acquainted with collieries that particular changes of the atmosphere have a great effect on ventilation, and it would, therefore, have been desirable that specific periods should have been recorded. It may be in the recollection of our readers that, previous to the appointment of the Government Inspectors, this Journal annually compiled a statement of the accidents which occurred in mines; this was attended with no little trouble, and a great amount of difficulty. The returns then given, owing to prejudice and other causes, were in a great measure defective; they were, however, the harbingers of a more efficient system, and although there is much that might be amended in the present compilation, yet we hail them as a promise for the future. The inspectors have an onerous duty to perform. The number of accidents and deaths in coal mines ought to be less than at present appears. Wherever an evil exists, public opinion generally finds a remedy. With the improved system of ventilation introduced into collieries, and the spread of education amongst the workmen, we may hope that it will not be our painful task to record the death of hecatombs, either through cupidity on the part of the proprietary, or the recklessness and ignorance of the operatives.

The verdict given by the coroner's jury who were called upon to investigate the cause of the boiler explosion at Gildersome, near Leeds, showing that but a very inadequate amount of trouble had been taken to ascertain the actual cause of the accident, has called forth the comments of most persons practically connected with the management of steam-boilers. The idea of a simple statement that the deceased were accidentally killed by the explosion of a steam-boiler, but that there was no positive evidence to show the cause of the explosion, being considered sufficient, is generally regarded with dissatisfaction; and as the more minute details of the circumstances become known this dissatisfaction is not likely to decrease.

It has been rumoured that the casualty might be attributed to the incompetency of the youth engaged as engineer; and great discredit has reflected upon Messrs. ALMOND and SONS for employing an incompetent individual; but it appears very questionable whether he was incompetent in the first place, and also whether he was guilty of the suicidal act—that of letting cold water into a red-hot boiler—of which he is accused in the second. In opposition to the opinion of the witness, who declared that the plates must have become red-hot, and been cooled as described, because the colour of the iron was similar to that caused by throwing water on heated iron, we have that of Mr. HOLT, the engineer to the Huddersfield Association for the Prevention of Boiler Explosions, which seems to establish a totally different conclusion. He "examined the collapsed flue, and found nothing which would justify him in stating that it had been overheated, and he was most decidedly of opinion that it had not been red-hot. He also examined the flue internally, and found there no indication of its having been red-hot. He found soot on the top of the fire-box in several places, and also at the back end of the flue. Had the plates been red-hot that could not have been there." It being thus—partially at least—proved that all blame did not rest with the engineer, it may next be sought to prove something in justification of the owners of the boiler. Whether the construction of the boiler was good or bad, it is not our province to discuss; and indeed it may be fairly concluded that much more depends upon the material and manufacture than upon the shape of the boiler, although, of course, certain forms may possess greater strength than certain others.

It is stated by Mr. ALMOND that the boiler was ordered on an agreement that it should be constructed of the best Low Moor iron, and that when it was sent home he examined it in vain for the mark of the Low Moor Company, but being assured that it was really made of the material contracted for he allowed himself to be satisfied. It has now been affirmed that Low Moor iron was not used, and that the safety-valve was not new when it was affixed. Mr. JAS. ALMOND left the boiler but little more than an hour before the explosion, and declares that the boiler contained 6 or 7 in. of water, they height at which they generally ran, when he left. The boiler was made by Messrs. BENNETT and BRATT, of Batley Carr, and in common justice to the parties concerned no trouble should be spared to ascertain who is in fault. The Low Moor Iron Company have good reason to demand an investigation, as, from the fact of Mr. HOLT having expressed his opinion that the boiler collapsed from over pressure, the strength of the iron employed becomes a question. The proprietors of the mill are interested in the enquiry, as the public will anxiously look for the proof that steps were taken for obtaining the best quality of boiler possible, and will not exonerate Messrs. ALMOND from blame until such proof has been given. And Messrs. BENNETT and BRATT have the greatest interest in the matter, as they have been charged with contracting to supply one kind of boiler and supplying another, and until the charge is refuted their reputation as boiler makers will be greatly jeopardised. With evidence so conflicting, and circumstances so peculiar, more trouble should certainly have been taken before returning a verdict of accidentally killed, and some endeavour made to ascertain more satisfactorily that no one was criminally responsible.

When alluding, in our last Journal, to the intelligence from Australia, we mentioned that important alterations had been made in the mining laws of the colony of Victoria, and as it is a subject of such special interest to our readers, we now refer to it in detail. The object of the new regulation is to give the power of granting mining leases to those practically acquainted with the wants and wishes of the miner—the mining boards, who were excluded from any voice in the matter under the old "Gold Fields Act." These boards are composed of the representatives of the miners, and will henceforth have the same power as respects leases at they have in framing bye-laws for the mines: the Governor, of course, having the right of *veto* in all cases. The leases are to be divided into three classes—viz.:

1. LEASES OF ALLUVIAL DEPOSIT.—These will relate to auriferous land known by the designation given, and which shall have been partially worked and abandoned, and to the effectual working out of which an expenditure of considerable capital will be necessary.
2. LEASES OF QUARTZ REEFS.—These will relate to land interspersed with reefs or rocks of auriferous quartz or other formation, incapable of being completely and profitably worked without the aid and application of machinery and appliances which may involve considerable outlay and expenditure.
3. GENERAL LEASES.—The objects of which may embrace both of the foregoing descriptions of lease, or which may involve quarrying or mining, as the case may be, through trap or other rock, to reach the alluvial beds or quartz formation lying beneath.

The regulations in reference to the leases themselves, and for working mineral properties under such leases, were to come into operation on Aug. 10. The general rules and regulations are comprehensive, and are said to meet with approval amongst the miners and those interested in the mineral production of the colony, although, of course, there are dissentients, as is ever the case where a new system is introduced. The leases are to be for periods, according to circumstances, not exceeding 10 years, at a minimum rent to the Crown of 50*l.* per annum, in lieu of royalty, payable in advance; and before a lease will be granted 25 per cent. of the capital subscribed, or proposed to be expended, must be paid to the Treasury, to be refunded on completion of lease, and the Government must be otherwise satisfied that such proportion of the capital has been actually *bonâ fide* paid up. The maximum rent is not fixed, and will be determined by circumstances. The regulations impose the necessity of the lands being worked in a skilful and efficient manner; the keeping of proper books for every department, and plans and sections to be filled up every month; to adopt sanatory measures for the comfort and health of those employed, and generally to provide all that is requisite for the proper carrying out of the provisions of the Government order, and for the protection of those engaged in various capacities at the works.

These measures will necessarily give a new feature to mining generally in Victoria, and especially in the various gold fields, which constitute the great bulk—indeed almost all, in a comparative sense—of the mineral production of this colony. The gold fields may be said to be boundless, and, consequently, present a wide scope for investment and mining enterprise, which the various colonial journals dwell on at some length, with the evident desire of inducing British capitalists to venture further in gold companies; but, at the same time, with equal force they urge all to eschew the folly of sending out men to direct affairs who know nothing of the circumstances of the country. Mr. N. W. POLLARD, C.E., of the railway department, Victoria, has collected much useful information on the subject of gold mining, as well as with reference to colonial railways, and from which we have obtained important data. He draws the attention of our ironmasters to the market that improved mining laws will open to them in Victoria, as immense quantities of heavy machinery will, he considers, be now wanted. He expresses his conviction that the engine-power should in every case be double-acting, as single engines give a great deal of trouble for the most trifling repairs. "The class of engines we most want now," says Mr. POLLARD, "are two twelves, with coupling and disengaging gear, fitted to work one or both at pleasure. Very capacious boiler-power, made for burning wood, and in no case calculated for coal, fitted with reversing gear, and a complete set of duplicates of all the working parts. Two twenties, similar in every respect to the above, but with all the gear and appliances for lifting, ventilating, and pumping at not less than 600 feet."

The returns from the Registrar-General of Victoria, issued at Melbourne on June 30 of this year, give unquestionable evidence of the extraordinary extent and importance of gold mining. It appears that no less than 16,555,838*l.* ozs., of the value of upwards of 62,000,000*l.*, have been exported from that colony from 1851 to June 30, 1858; while in reference to machinery used at the diggings, the same authority informs us that in May last there were 282 steam-engines at work, 4256 puddling machines, 133 quartz-crushing machines, 908 sluices and dams, 508 whims, 200 water-wheels, 66 horse-machines, &c. "Any estimate of the total area of gold-producing country in Victoria," says Mr. ALFRED SELWYN, the Government Geologist, "can, of course, be only roughly approximate. Exclusive of any gold fields which may be discovered in Gipps Land, we should include an area of about 30,000 square miles, and if we deduct from this 10,000 square miles, occupied by granite and other rocks not auriferous, we may fairly estimate the area over which gold may probably be found in remunerative quantities, either in quartz veins or in tertiary sands and gravels, at something near 20,000 square miles. The districts already actually proved to contain gold fields are about 900 square miles—ground actually worked about 180 to 250 square miles." Continuing on the subject, the same writer says—"There appears no reason why, with judicious combination of capital and labour, and improved mechanical appliances, many of our quartz reefs should not be profitably worked to depths of 500 or even 1000 ft., and be as permanent sources of wealth as the tin and copper mines of Great Britain."

If these be facts, and there is no reason to doubt the figures of these returns, there is indeed a boundless field for enterprise, with every probability of remunerative results, and the local Government has done wisely in availing itself of the powers granted by the Legislature to promulgate a code of regulations for the granting of leases, and for working efficiently under such leases. The ground actually worked, it appears, is only from 180 to 250 square miles, yet 62,000,000*l.* sterling has been exported in 7½ years; and if 20,000 square miles may be operated on to a depth of 500 to 1000 ft., it is perfectly impossible to give an idea of the amount of gold which will be produced. Truly, gold mining in Victoria is a great question: it has brought Victoria to its present position, and what that is the statistical returns, to which we briefly refer in another article, fully show.

The reports submitted at the meeting of the Great Wheal Vor Mining Company, on Wednesday, will be read with interest by the shareholders; the new management is now in full working order; and it appears that an immense economy has been effected. It was scarcely to be hoped that such an absolute change in the mode of conducting the adventure could be carried out without meeting with great opposition, both from those formerly in power, and from others interested in the maintenance of the former system; but it has been now so clearly shown that there was room for improvement, that henceforth complaints against the alteration can only be regarded as emanating from disappointed *employés*, or others occupying a similar position. The mines are now completely drained to the bottom, and there is a good course of tin reported in the bottom stopes. Since the last meeting the excess of expenditure has gradually diminished, although the returns have been about the same. Capt. GILL continues to possess the entire confidence of the committee, and has co-operated most effectively with the managing director in all that can promote economy with efficiency.

On referring to the reports, and to the present state and prospects of the mines, the CHAIRMAN entirely refuted the charge that the costs had been reduced at the sacrifice of the development of the mine, by referring the shareholders to the cost-sheets for the past three months, which showed that the development had been carried on in an equal ratio, and at the same time an immense amount of dead work had been done; it was suggested, however, that in future the report should include the quantity of ground opened, which would be the most effectual answer as to how they were developing the mine. All information has been so freely given, and there appears such an evident desire on the part of the management to advance the interest of the adventurers generally, that further discussion at present can be of no possible service. Mr. GOODERIDGE states, that upon an examination of the accounts he finds that the new committee have saved about 23,000*l.* per anuum; and we must assume that the mine has been equally well developed until, when a sufficient time has elapsed to enable an opinion to be formed, the contrary be proved.

Having in another article alluded to the regulations adopted by the Government of Victoria in reference to mining leases, which absorb so much interest both at home and in the colony, it will be opportune to refer to the general detail of the Report of the Registrar-General of Victoria, which has just come to hand, as evidence of the extraordinary progress this colony has made since the discovery of her various deposits of golden treasure.

In 1835 the first settlement was made in Victoria, whence, up to 1851, the population went on increasing gradually until it reached 77,345 souls in a period of sixteen years; but from that date to March 31, 1858, little more than six years, it jumped, it may be said, to 469,637 souls. The revenue, which in 1851 was only 316,532*l.*, derived from all sources, was 3,308,589*l.* in 1857; of which latter sum 1,595,283*l.* was derived from receipts at the Custom House, inclusive of gold export duty. The expenditure in 1851 was 409,498*l.*, consequently in excess of receipts by nearly 100,000*l.*; but increased population required greatly increased expenditure, and unavoidable outlays for roads, bridges, and other public works. The expenditure in 1857 was, notwithstanding, far within the revenue, and amounted to 3,163,689*l.*

The number of vessels employed in carrying on the export and import trade of the colony has increased 208 per cent. since 1851, when there were 710 ships entered inwards at the Custom House at Melbourne, but 2190 in 1857: the tonnage has advanced between the same dates 438 per cent., from 128,959 to 694,564 tons; and the hands employed 349 per cent., from 7735 to 34,777 men. The exports in 1851 were declared at the value of 1,422,909*l.*, but at 15,079,512*l.* in 1857. The imports in 1851 gave a total value of 1,056,439*l.*; but in 1857 they were returned at 17,256,209*l.*, the greater proportion of which were from the mother country.

As to postal intercourse, which is a safe barometer of the progress of nations, we find that no less than 2,415,933 letters, and 1,333,639 newspapers, were delivered inland; and a shipment made to other countries of 1,484,048 letters, and 1,648,531 newspapers, in 1857.

In reference to public works, these statistics show that in 1851 there was not a single mile of macadamised road made beyond the towns of Melbourne and Geelong; but at the close of 1857 there were 450 miles of road formed, 270 of which were macadamised; 300 bridges erected, and many miles of viaducts constructed, at a cost altogether of 4,821,848*l.*; and without reference to outlays to a considerable extent by district road boards.

Two lines of railway have been constructed by private companies. The first from Melbourne to Hobson's Bay, with a branch to St. Kilda, at a cost of 365,240*l.* inclusive of rolling stock, on which the profits are about 19 per cent., and after deducting expenses, and adding to the reserve fund, leave 14 per cent. per annum to the shareholders. The other line is that of the Geelong and Melbourne, open to Williamstown, 40 miles, at a cost of 590,576*l.*; but as the undertaking has been so recently alluded to in the Journal, it is unnecessary to go into farther details. Two trunk lines are to be constructed by the Government, but the object and merits of these have likewise been recently placed before our readers.

Of communications by electric agency, no less than 701 miles have been established in the colony, at a cost of 70,000*l.* There are 22 stations, at an annual expense of 18,000*l.* The lines are to Sandhurst, *viâ* Castlemaine, 102 miles; to Belvoir, Murray River, 191 miles; to the South Australian boundary, near Nelson, Glenelg River, *viâ* Geelong, Ballarat, &c., 336 miles; to Port Phillip Bay, at Queenscliff, *viâ* Geelong, 70 miles; and to Sandridge and the harbour of Hobson's Bay, 2½ miles.

Such are some of the heads given in the report, and are sufficient, we think, to show the vast importance of this colony, and the probability there is of a still greater increase in every department; but if anything further be necessary, we will mention that in 1851 there were only six banks, and that now there are fifty-four, the paid-up capital of which is 5,423,694*l.*

COAL v. COKE—COAL-BURNING LOCOMOTIVES.

As might have been anticipated, some correspondence has arisen from the publication of the particulars of the experiments on the Lancashire and Yorkshire Railway, to supersede coke for locomotive purposes by the introduction of coal. It is generally known that Mr. Joseph Beattie, the manager of the London and South-Western Railway, was the first to apply his ingenuity to the construction of a coal-burning locomotive, the subjoined—the earliest notice which we published of his having completely succeeded—appearing in the *Mining Journal* of Jan. 10, 1857:—

An invention of the greatest importance to railway companies generally has, for some time past, been successfully employed upon the London and South-Western Railway, by which, calculating upon 70 engines being in steam daily, a saving of 20,000*l.* per annum will be effected. The honour of the invention is due to Mr. Joseph Beattie, the locomotive superintendent of the line. Upon its first introduction he encountered numerous obstacles, and had much anxiety in bringing it into working condition; but, relying on the soundness of his principle, he steadily persevered, and ultimately succeeded perfectly, there being now 17 locomotives upon his system in daily operation. Mr. Benjamin Fothergill, of Manchester, was called upon by the directors to severely test the contrivance, and the average result obtained showed a difference in fuel of 4·01 lbs. in weight per mile in favour of the coal engine; but the coal being reduced to its coke value, the quantity consumed by the coal engine was so much less that, as Mr. Fothergill remarks, the subject becomes one of serious importance to railway companies. He considers, however, that these results, which are certainly extraordinary, and can be fully substantiated, are partly produced by Mr. Beattie's patented arrangement for heating the feed water before it is pumped into the boiler. By this plan, the temperature of the water being greatly increased as the engine proceeds on its journey, a supply of warm water is ready for pumping into the boiler when required. Mr. Fothergill further states that the coal engines are fully capable of burning their own smoke; that they rapidly generate an abundance of steam; and that the burning of coal, according to Mr. Beattie's plan, is far more advantageous as regards the durability of the fire-box and tubes than coke could possibly be. He concludes his report by observing that he is so perfectly satisfied the results of every trip have been faithfully recorded, that he submits them with perfect satisfaction, and he has no hesitation in recommending the adoption of Mr. Beattie's improvements on the line generally.

Referring to Mr. Beattie's name having been ignored in detailing the experiments on the Lancashire and Yorkshire Railway, Mr. H. C. Lacy, of Richmond, a director, and the Chairman of the locomotive committee of the South-Western Railway, asks—Who first found out that the wear and tear of fire-box and tubes is much lessened by the use of coal, that in burning coal the metal is found to be lubricated with a soft oily matter, &c., but Mr. Beattie? Where was the set of tubes seen which had worked 150,000 miles, and would probably reach 300,000, instead of 94,000, but at Nine Elms? Mr. Lacy feels sure, although he was not present at the Lancashire experiments, that Mr. Fothergill mentioned where he had seen them; and, judging from the prominent manner in which Mr. Fothergill's name appears in the notice quoted above, we should consider Mr. Lacy's but a fair conclusion. He does not wish to detract from the merits of Messrs. Lees and Jenkins, but questions the originality of some parts of their invention; and as to the quantity of fuel used, he considers it enormous—39 cwts. in 96 miles is 45½ lbs. to the mile, whilst Mr. Beattie's average running is not more than 25 lbs.

The locomotive superintendent of the Taff Vale Railway (Mr. J. Tomlinson, jun.) does not like the assertion that Welsh coals have proved a failure, and writes that "the public, and more especially the engineering world, are led to believe that Welsh smokeless coal is not suitable for locomotive use, and, by inference, in consequence of making clinker. Now, neither statement or inference is correct, as can easily be shown. Firstly, then, we are on this railway, and have been for more than five months, using Welsh steam coal, known as 'Aberdare steam coal,' wholly in nearly all our engines, and that without any difficulty. This can be witnessed by any person who may wish it. Secondly, it is the absence of the very matter to make clinker (ash) which was the cause of failure with the experimental train. The bars were burnt, not clinkered. The carbon contained being from 81 to 93 per cent. it is practically coke, and only requires proper treatment to be economically used as a substitute. I have only to add that our load, exclusive of engine and tender, is 80 empty wagons, averaging 3¼ tons, or 360 tons each train, up gradients from 1 in 100 to 1 in 250, and that we usually run 13 to 14 miles per hour with this load without any inconvenience."

A patent fuel has been tried on the North Kent Line, and Mr. Thomas Oram, of Lewisham, states that the advantages are that the fuel can be burnt in a locomotive of the ordinary construction; it requires no alteration in any part of the furnace, maintains a full pressure of steam without any difficulty, emits but little smoke, and only requires the jet of steam, which he suggested some time since to the locomotive superintendent of the North Kent line, to do away with the emission of smoke entirely. It appears that the average weight of fuel used is 22·85 lbs. per mile; but as it is 22·85 lbs. of a manufactured article, compared with 25 lbs. of the raw material, it is probable that the cost would be considerably in favour of Mr. Beattie. It would be interesting to know the cost per ton at which the patent fuel can be supplied, as otherwise no satisfactory conclusion can be arrived at.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

SEPT. 16.—The movements of the copper smelters have lately occasioned some remarks. Since the beginning of the present quarter the standard has risen in various weeks to the amount altogether of 9*l.* 5s., and has fallen in other weeks to the amount of 6*l.* 7s., showing a clear rise since the commencement of the quarter of 2*l.* 18s., and yet the smelters recently reduced the price of copper one halfpenny per pound. It appears there is a large stock of foreign copper accumulated at the different ports. This the smelters will now purchase at low rates, and there is no doubt, when they have finished that important operation, they will again advance the price of copper, and make large profits. It is stated that the production of South American copper has doubled within the last few years; but, even admitting this to be the fact, there is a set-off in the declining productiveness of our Cornish copper mines. Mr. Murchison remarked, in his last published Review, as follows:—"The quantity of fine copper which the mines of Cornwall and Devon yielded in the past six months (ending June 30) is 418½ tons below that for the first six months of 1857, while the latter was about 445 tons below the first six months of 1856. The year 1857 showed a decrease of 1346 tons 12 cwts. under 1856, and 395 tons under 1855; unless, therefore, foreign ores should come in to fill up this deficiency in the home production, the price of copper should become firm as soon as trade improves."

There is now an improvement in the home trade, and in the exports to the north of Europe, and the price of copper, it might be reasonably expected, would at least be maintained at 107*l.* 10s. per ton for cake copper, if the smelters proportioned their prices to the state of trade, and were not so ready to manœuvre for their own purposes. The interest of the old Freeman's Company has been purchased by Mr. J. M. Williams, who since his father's death has become a wealthy capitalist, worth, it is said, together with his former property, nearly 1,000,000*l.* sterling. The Cornish miners wish to have the number of smelting companies increased, instead of lessened by such purchases as that above named; and an increase in the number of purchasers of copper ores is likely to take place as soon as trade experiences more activity.

The demand for Tin is steady, and an advance in the standard may be expected shortly.

There have been enquiries for shares in some of the progressive mines, and some business has been doing, but most of the dividend shares are flat. South Frances is stated to be looking rather better, both in the eastern and western part of the mine. From the report at the meeting, however, there does not appear to be any very decided improvement. The 104 fathom level is now advanced 64 fathoms west of Marriott's cross-course, and is now near another cross-course, beyond which the agents expect a change for the better, both in the strata and the lode. If the 104 comes into good ore ground on the other side of this second cross-course it will be a most important change for the mine, as there are several other levels pushing on after the 104. The 114 is only 5 fms. behind the 104; the 90 is 15 fms. behind the same point; the 70 is 29 fms., and the 60 is 43 fms. behind the 104 end. The 104 is, therefore, the main point on which attention is now

fixed. Over the various levels above mentioned there are some excellent stopes in different parts of the lode, worth from 15*l.* to 40*l.* per fathom, and some productive tribute pitches working at a low tribute. West Seton Mine is stated to be looking better; shares are about 275*l.* Copper Hill adventurers have resolved to discontinue operations in the north part of the mine, and to remove some of the machinery to the boundary part—the west end of the sett. At the meeting a call of 2*l.* 10*s.* per share was made. In the western part of the sett Paddon's lode comes in from Wheal Basset, and the end is producing in Copper Hill 2 tons per fm., whilst in w[illegible] also the lode appears to be holding good. In this part of the [illegible] prospects seem to be favourable. The north and eastern [illegible] parts of the mine have been a great disappointment to the adventurer[illegible], who, looking at the position with respect to Wheal Basset and P[illegible]utler, fully expected to find a good mine. East Basset shares have declined. It had been reported that the 80 cross-cut was likely very soon to intersect the lode; but it now turns out, from the dialling of Captain Nancarrow, that there are nearly 3 fathoms more to drive. Crambler is looking well at different points; at Williams's shaft the lode is worth 45*l.* per fathom. In the 24 fm. level, 10 fathoms east of shaft, there is a winze sinking on the lode worth 20*l.* per fathom; the 24 end is driven 20 fathoms further east, and the lode in the end is disordered. The 12 fm. level east has the appearance of another shoot of ore coming in. The north lode is looking very promising for ore at deeper levels.

Camborne Vean and Wheal Frances Mine is stated to be paying cost, and is attracting some attention; the mine adjoins Dolcoath, and seems likely to be productive of tin in depth, as Dolcoath is. The latter mine was very rich for copper in the upper levels, and beneath the copper deposit there has been found one of the finest deposits of tin ever known in the county of Cornwall. In the same way Camborne Vean has been productive of copper in the upper levels; from 1815 to 1856 this mine sold copper ores to the amount of 176,235*l.*; and now in the bottom of the mine, in the 212, the adventurers have a splendid tin lode 15 feet wide, worth from 30*l.* to 50*l.* per fathom, and, it is stated, improving in depth. There is also some valuable copper ore ground in the upper levels on Camborne Vean old south lode. At Great South Tolgus the lode in the 80 fm. level continues good, producing about 3 tons per fm. Wheal Margery is looking well, and is stated to be making a little profit. An improvement is reported in South Wheal Ellen, in the 40 fathom level west, and shares have advanced. Great Wheal Busy is opening up ore ground in the bottom levels, and is likely, with some further perseverance, to do well. East Alfred Consols continues rather poor. At Tolvadden the 20 fm. level is opening some good ore ground, and there are productive winzes between the 10 and 20 levels; the deposit of ore in such a shallow level in this mine is certainly extraordinary. Some shares have changed hands in Rosewarne in consequence of the better prospects of the mine. Wheal Margaret is opening up productive tin ground, and looking well. Several new mines are talked of, some of them with good prospects. North Treskerby is a favourite with some mining people. Basset Consols can be worked by a deep adit without steam machinery, and seems well worthy of further development. New Frances is considered to have good prospects. South Seton shares have lately advanced. The lode is looking highly favourable for the production of copper ore in the deeper level; there is at present lead mixed with stones of ore in the lode. Upon the whole, the mining interest is in an improving state, and more share business is likely to be transacted in the closing months of the year.

Another important branch of Cornish industry is also doing better—the fisheries. There have been some good catches of pilchards at Conerack, Gunwalloe, and St. Ives. At some other parts of the coast the fish have kept out in deep water, too far off for the seines.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

SEPT. 16.—There appears, by general consent, to be a decided, and, according to some, a considerable improvement in the demand for iron. Pigs are purchased much more freely, although no decided advance in price is as yet experienced, and most of the principal makers are more fully employed than they were. No particular change can be reported in the hardware trade.

The colliers' strike still continues. Meetings are regularly held at an early hour in the morning near the pits by small bodies of the decided turn-outs. When the police are present they confine themselves to persuasion, but in other cases intimidation is freely employed; and whilst there is an unwillingness in many cases to incur the anger of the men on strike by appearing against them, one case of violence was brought before the Dudley magistrates on Wednesday. John Westwood, Edwd. Coley, and Benj. Coley (the latter a lad of about 15 or 16 years of age), were committed to the assizes on the charge of maliciously wounding Sam. Bennett, who had worked last week in opposition to their wishes. The complainant stated that he was attacked by the elder Coley before going down the pit on Monday morning. Coley stuck a pike into his boot, which missed his foot, but afterwards stuck it into his thigh. The younger brother seized a hay-fork and struck at him with it, but it merely penetrated his clothes; and on the complainant seizing that, Benj. Coley fetched Westwood, who, after threatening "to spill his brains like water," struck him a violent blow upon the forehead with a piece of wood, producing a second serious wound. The clothes of the complainant were found pierced in several places. The threatening language used by the accused men was awful. On the same day 22 colliers, who had been working at the reduction, were summoned before the Dudley magistrates for absenting themselves from their work without notice. Their defence was that no notice was required by any rule, or that they were not aware of the necessity of giving notice, and that notice was not given to men when they were discharged. The evidence certainly appeared to fail in establishing that men received notice before being discharged, but the requirement of a fortnight's notice by men before leaving, or by masters before reducing wages, is well known as a custom in the district. Several of the men agreed to go to work and pay the costs, and a large number stated that they only left off work because they were intimidated by the men on strike. One body of eleven, however, preferred being sent to prison to returning to work, and they were accordingly sent for a month each. Of course, this proceeding merely postpones for a fortnight the execution of the men's determination to strike, supposing that the intention is held with sufficient firmness to continue for that time. Large meetings have been held during the week, and the attitude of those on strike is as determined as ever. All accounts represent the mass of the colliers as either indifferent or opposed to the strike, and they, in many cases, work a day or two and then play. The notice for an advance given by some of the colliers west of Dudley expires on Saturday next. Should the men persevere in acting upon this notice, a prolonged strike is looked for, and the consequences none can foresee. There is, no doubt, a gradually increased tendency to violence in language and action, the natural result of the continuation of the struggle. As yet no very serious inconvenience has resulted from the suspension of the pits at play; but should those west of Dudley stop, the ironworks in the thick coal district cannot but feel the effect of it.

A most gratifying illustration of the growth of intelligence and taste is afforded this week in the opening of an Exhibition of Art, Science, and Manufactures at Willenhall, a populous town within three miles of Wolverhampton, in which the manufacture of locks, bolts, currycombs, &c., is largely carried on. But a few years ago the manners of the people were of the coarsest, and their recreation most foreign to anything like refinement, and to the present time the streets are entirely unlighted, except by what illumination they derive from the windows of the shops. Education by the pulpit, the school, the newspaper, and the popular literature of the day, has gradually been making progress, and a literary society, founded some years ago, has helped to facilitate access to the sources of intellectual culture and recreation. The promoters of this institution, in order to raise funds on its behalf, have followed the example of the people of Bilston, and, appealing to their neighbours, have gathered into the National Schools a collection of things useful, ingenious, and beautiful, such as would not be without interest to the most refined and cultivated taste. Specimens of the local manufactures form a conspicuous feature in the exhibition, and the beauty and workmanship of many of the articles reflects great credit on the increasing skill of the artizans of this improving town. The Exhibition was publicly opened on Monday by the Right Hon. C. P. Villiers, Member for this borough, who pronounced an inaugural address, characterised in a remarkable degree by the originality of view which appears in all his speeches. He traced to the establishment of industrial exhibitions, beginning with the great one of 1851, a gradually improved estimate on the part of the aristocracy of the manufacturing towns of the country, and, as a reflex effect, a better feeling on the part of the artizan population towards the institutions of the country. To those who know Willenhall, even by the still lively traditions of its former manners, this Exhibition is a most striking illustration of the improvement in the manner of the population which is going on everywhere in the country.

The departure of [illegible]r. Lionel Brough, Her Majesty's Inspector of Coal Mines, has been already referred to; and expression has been given to the esteem he has earned for himself here. This feeling it is proposed to express by inviting Mr. Brough to a dinner, preparations for which are rapidly progressing.

The enquiry into the circumstances attending the late fearful railway accident near Dudley was resumed on Tuesday, when Capt. Tyler, Government Inspector of Railways, and Mr. J. E. McConnell, engineer of the London and North-Western Railway, were examined. The general result of the enquiry is, that in going to Worcester the couplings which connected different parts of the train broke three times, three screw couplings and four side chains having snapped. No report of these breakages was made at Worcester to Mr. Gransmore, the inspector of rolling stock there, but he discovered them, and directed their repair. Considering the number of breakages which occurred on the way to Worcester, it certainly seems strange that no one there took cognisance of the fact, so as to apply it to the possibility of a similar accident occurring on the return journey, when the carriages would have to ascend a steep incline, under which circumstance such an accident occurring to the first train would be evidently likely to be of serious consequence. Had this amount of reflection been exercised, it would appear evident that it must have suggested precautions, either in enjoining on the guard greater care in the application of the break, or in placing an engine behind the train as it ascended the incline, and taking care that the ascent of the incline by the first part of the train should be effected before the second followed it. None of these precautions seem to have been taken, nor was the guard questioned as to the possible cause of such unusual breakages, which it appears to be thought resulted from an improper application of the breaks. The only precaution taken—that of dividing the train—led to the accident; for whilst it was more probable that breakages would occur with a very long than with two moderately-sized trains, there would have been no danger had not a second train been close behind the first. Coming to the immediate cause of the accident, it appears plain that it arose from the defective welding of the eye of the strap of the shackler, which, in consequence, was only holding by one-third of its thickness. The iron was not of first-rate quality, but it was moderately good. Mr. McConnell said—"The effect of the strap breaking, in my opinion, has led to the breakage of the screw of the coupling, by the nut becoming angled by a sudden jerk; that led to the breakage of one of the side chains and the stripping of the nut of the other, and consequent separation of the carriages and the accident that ensued." The next point which arises is, whether, when the separation had occurred, the guard (Cook), who was in the break van at the rear of the train, could not have stopped the train, so as to avoid a collision, by promptly applying the break. On this point, Capt. Tyler had made several experiments on the incline, and, making full allowance for the rails being rendered greasy by the fog said to be falling that night, he was decidedly of opinion that, had the break been promptly applied after the separation, the train would have been stopped considerably short of the point of collision. Supposing the train to have reached the speed of ten miles an hour before the break was applied, and that the rails were slippery, Capt. Tyler was of opinion that it would not have been stopped before the point of collision, by then applying the break, but that its force would have been considerably less than the force with which the collision actually took place. Had it attained only the speed of four miles an hour when the break was applied, it would, he thought, have been stopped considerably short of the point of collision. An examination of the break confirmed him in the opinion that it was not applied with its whole force. In this opinion Mr. McConnell, Mr. Sheriff, and others agreed. The inquest was further adjourned until to-day, when it was expected to have terminated; but further evidence being required by some of the jury, it was again adjourned.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

SEPT. 16.—The position of the Iron Trade has not undergone any material alteration during the week. The arrival of orders from the Continent have been somewhat on the increase, and, on the whole, the reports confirm the opinion that the iron trade will experience a revival ere long. The enquiry for rails and railway ironwork is on the increase, in consequence of the renewed demand for continental lines, as well as the increased consumption for renewals and extensions of our home railways. The demand for Derbyshire pig-iron is improving, and prices are tolerably and regularly maintained.

The Coal Trade presents indications of improvement, and as regards the Derbyshire district, of considerable increase in the production. Messrs. Barnes, last week, reached the thin bed of coal at their new works at Wingerworth; but they are proceeding to sink to the thick coal, which they expect to reach in a few weeks. This pit, when in full work, will realise a large supply. The Dunston and Barlow Company are sinking for the deep coal, but they will not have any great quantity for the market when it is reached, as their three new blast furnaces will consume about 1200 tons per week. These works are being pushed forward vigorously, and when in full operation they will afford employment for a large number of men. Mr. Barrow is adding two new shafts to his already extensive works. The one known as the "Farewell Pit," so named from its being the last which Mr. Barrow had intended to open, is in a forward state, and the engine is being affixed, but considerable time will elapse before the coal is reached. It is being conducted under the management of Mr. Woolhouse, the chief engineer, and Mr. Seymour, the resident viewer. The other new pit being commenced by Mr. Barrow is situate at Staveley, Woodthorpe, and it is intended to get the hard coal. A branch railway, two miles in length, has been let by contract, and will be commenced forthwith. These and other works, contemplated and in progress in North Derbyshire, go clearly to indicate the still further development of the minerals of that district.

The lead mining interest is progressing satisfactorily, and, the weather being dry, the new mines have been enabled to make much greater progress than they otherwise would have done. The North Derbyshire, from the extensive nature of its works, claims our first attention. The engine, which is being fixed, is a first-class one, and as it is being placed in its permanent position, the opinion gains ground that the company made the most judicious step ever taken for the successful development of the mine. It would seem desirable, however, that there should be a practical clerk of the works engaged to superintend the erection of it. We are not impugning the ability of Mr. Bentley, the manager, as a thorough miner, but we question his intimate knowledge of the mechanism of the steam-engine so thoroughly and completely as would seem desirable in the erection of a machine of capacity.

The Mill Town Mine, at Ashover, is doing well, and the next measure of ore will show a considerable increase over the last.

The New Midland Mine has not afforded so good a prospect as was anticipated, though the directors and managers are confident of ultimate success.

At the recent meeting of the Mill Dam Mining Company, at Sheffield, it was agreed to appoint a new board of directors. The following gentlemen were appointed:—Mr. Howe Ashton, Castleton; Mr. R. Cock, Hathersage; Mr. F. H. Taylor, Bradwell; Mr. R. France, Mr. W. Wood, Mr. Fairburn, Mr. J. Taylor, Sheffield; and Mr. R. Alsop, Chesterfield. Proceedings were ordered to be taken against several shareholders who were in arrears of calls, and the meeting appeared unanimous in its desire to push forward the works vigorously. The prospects of the mine are exceedingly favourable, and the manager is of opinion that as much ore will be yielded in sinking as to defray a considerable portion of the expenses.

The "Geology Class" of the Salford Working Men's College spent some hours in exploring the Dewsnop Coal Mine, Dukinfield. The members assembled at the mouth of the shaft about four o'clock, and, having put on the dresses of pitmen, descended to the bottom of the mine in one of Owens's safety-cages, which are in use at this and the neighbouring pits. The depth of the shaft is about 300 yards, but a bed of coal is also worked at a level about 60 yards lower. The party was conducted over the mine by Mr. Seddon, the superintendent of the underground workings, who, in the kindest and most intelligent manner explained the nature of the working of the coal-beds, and pointed out numerous and interesting features in every part of the mine. Having assembled at the bottom of the shaft, and being provided with candles, the party took their places in the train of coal boxes, and were pleasantly trotted along the tramways through the principal level to the furthest end of the mine, examining on each side a continuous section of the 6-feet coal-bed, which is divided into two strata by a thin layer of shaly clay. Several enormous trunks of fossil trees, inclining with the dip of the sandstone rock, were examined, and their occurrence explained by Mr. Plant. At the end of the level a large chamber, with a roof dipping about 30 degrees, was explored; and Mr. Seddon minutely described the drainage and ventilation of the mine, the manner in which the pit was closed up by the falling in of the roof after the coal had been extracted, and pointed out many places along the levels where the floor was occasionally forced up by enormous lateral pressure of the superimposed strata of sandstone and shale. The party wandered through the levels and up the jig-roads rather more than two hours without mishap, pleased and instructed with a lesson in geological wonders which will be indelibly impressed upon their memories. Specimens of the rocks and coal were collected, and the party were drawn up the shaft. A visit was then paid to the new pit of the Black Mine. This pit is 681 yards deep, and is said to be the deepest coal mine in England. An examination was then made of the aboveground works, including the grand high-pressure engine for pumping the mine, the winding-engine, and other apparatus connected with this extensive undertaking. After a substantial tea at Dukinfield, the party returned, greatly pleased and interested by the excursion.—[Referring to the visit, Mr. Andrew Ray, the manager of the Dunkirk Colliery Company, to whom the pit belongs, writes—"I think it was the duty of the members, before descending any of the pits belonging to the Dunkirk Coal Company, to have first obtained the sanction of one of the partners, or their manager."]

A large meeting of colliers was held in the Market-place, Ashton-under-Lyne, on Monday, John Atkinson, a Hyde collier, presiding. He recommended organisation, subscriptions to raise a fund, and the employment of delegates. James Price, of Dukinfield, formerly secretary to the colliers there, followed in the like recommendations, stated the average of colliers' wages at 15*s.*, and said they ought not to be less than 36*s.* weekly. The sale of coal by commission was the greatest curse of the trade: the masters should be their own salesmen, instead of employing "screw-jackets, who got a part of the colliers' wages." Mr. Allen Tetlow, of Hurst, tea dealer (formerly a collier), urged that masters and men should combine to keep up prices. After much speaking, in which union and temperance were recommended, a resolution was unanimously adopted, declaring the reduction of 2*d.* in 1*s.* now offered in Oldham and Ashton "unjust and uncalled for," and pledging the meeting not to rest satisfied with less than the wages formerly paid.

A sumptuous entertainment has been given at Bolton, by the Duke of Devonshire, to the workmen at his Grace's Grassington and Cononley Mines and their wives. A spacious tent was erected between the inn and the River Wharfe, and his Grace and Lady Louisa Cavendish, were present on the occasion. The men formed in procession some short distance from the Abbey, and passed in front of the hall, where they were received by the Duke and his daughter. The procession was headed by a band of music, and a magnificent banner, bearing the Duke's arms in the centre, and the miners', with the motto "God speed us," on each side. After the men had arrived at the tent, and taken their seats, Mr. Eddy conducted his Grace and Lady Louisa to a raised platform at one end of the tent. The repast being finished, the health of her Majesty was drunk, and the Grassington Choral Society sang "God save the Queen." The health of "their noble master, his Grace the Duke of Devonshire," was then proposed; after which that of Mr. Eddy (proposed by the Duke), and of Lady Louisa Cavendish and the other members of the Duke's family, were drunk with full honours. The cleanliness and orderly appearance of the workpeople attracted the attention of all present, and the friendly manner in which his Grace has met them cannot fail to induce a general good feeling towards him.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

SEPT. 16.—The trade of the district remains so much in the same state as when we last wrote, that it is needless to enter into a lengthy review. The arrival of several orders is reported, but they are not sufficiently extensive to cause any general improvement. At the several iron-works more signs of activity are met with, and at Blaevanon extensive alterations and improvements are in progress. They have been contemplated for some time, and will now, we believe, soon be energetically proceeded with. Scarcity of water is again experienced in some parts, but the complaint is not general. On Saturday morning, at four o'clock, an explosion, accompanied by the dislocation of the machinery of the up-cast shaft of this pit, apprised the engineman in charge of his Grace the Duke of Devonshire," was then proposed; after which that of Mr. Eddy (proposed by the Duke), and of Lady Louisa Cavendish and the other members of the Duke's family, were drunk with full honours. The cleanliness and orderly appearance of the workpeople attracted the attention of all present, and the friendly manner in which his Grace has met them cannot fail to induce a general good feeling towards him.

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An inquest has been held on the body of a miner who was killed this week at Aberdare. Mr. G. Overton was the coroner, and put searching questions to the witnesses. The deceased was working on a stage fixed at 30 yards from the bottom of the forge pit, when an explosion of fire-damp took place at the bottom of the pit, and the effect was to send the deceased throwing into the air. The accident, it is thought, was caused by the deceased throwing rubbish down, thus causing the fire-damp to rise, and be ignited by the candles by which he was working. A verdict of "Accidental Death" was returned.

A shocking accident has also occurred at the Bryn Gwyn Mawr Colliery, near Dafen, Glamorganshire. A lad went in to rest himself at the engine-house after having taken a "run" of coal to the Llanelly Docks, and laid himself down near the drum which would fall up the coal from the pit. He had not been there long, and in all probability had fallen asleep, when, the engine getting out of order, the engineer failed to shut off the steam from working the drum at the time the bell rung for so doing. The consequence was that the "cradle" full of coal was drawn up to the "sheeves" at the top of the shaft, the chain then broke, and the cradle fell back on its way to the pit. The men below, warned by the cries of those above, avoided the falling coal, the cradle itself having become fixed a short distance below the pit's mouth. During this time the broken chain was being wound round by the drum in the engine-house, and in the revolution struck the poor boy's head just below the eyes, separating it in two as if with a knife, and breaking in pieces the paving stone on which it rested. Shocking to relate, too, the crown of the head was afterwards picked up from under the drum, where it had been thrown by the end of the chain. The building which contained the machinery was considerably damaged, the cross-beams, &c., being broken to pieces. Two other boys were in the place at the time with the engineer. One of them had a very narrow escape, his shoe being ripped open; but all three managed to get way. The father of the poor deceased lad was close by at the time of the disaster, but was unable for some time to recognise the battered and disfigured features.

IMPROVEMENTS IN COAL MINING.—No. II.

THE INTRODUCTION OF THE TUB, CAGE, AND GUIDE-ROD SYSTEM.

[*Continued from the Mining Journal of August 28.*]

On April 10 these gentlemen (Messrs. John Wood and John Robson) reported, and with reference to the tub system stated—

"From what we have seen of the new method you have adopted in putting, leading, and drawing the coals by iron tubs we are favourably inclined, and strongly recommend a full and fair trial of them, as we are quite satisfied that the owners are, to say the least of it, not sufferers by the experiment."

One can easily imagine that between the two reports the owners would be fairly puzzled. They, however, had the good sense not to interfere. Neighbouring coalowners and their agents, who were firmly attached to the old system, and in consequence entertained a prejudice against the innovating tendencies of Mr. Hall's operations, as a matter of course, constantly predicted the failure of the experiment. Fortunately for himself, for his employers, and for the public, Mr. Hall turned a deaf ear to their croakings. When the tub system had undergone the ordeal of twelve months' trial, Mr. Hall reported to the owners the success which had attended his scheme. That report is an exceedingly interesting document, showing how accurately the adapter predicted the success of his plans. Its great length prevents our giving more than a condensation of its details:—

TO THE OWNERS OF SOUTH HETTON COLLIERY.

"*June* 30, 1834.—Having now for upwards of 12 months, at this colliery, worked a pit 180 fms. deep with the iron tubs, I consider this a proper time to ask you to determine whether these tubs ought not to be used altogether in all our pits, instead of corves. *** The saving in corving alone, after the change, would be about 850*l.* per annum at each pit=3400*l.* at four pits. But other large savings would accrue from the change. For instance, the time spent in leading underground would be lessened, inasmuch as the horses can go faster, and with a greater load, when they draw the tubs than they can with corves. The boys employed in driving would do much more work; and as no dust can escape from these iron tubs half the usual quantity of grease would be sufficient. The putters' charge would be reduced, for by this plan a boy might do one-fourth more work with the same ease. The machines at the top of the pits would be able to draw up half as many more scores a day with ease. The cutting of the thill to make room for the stick corves, which is very expensive in the Hutton seam, both in the first and second workings, and particularly in the second, would be dispensed with, in a great measure, by the use of iron tubs. Their general adoption would also prevent a great destruction of timber, inasmuch as the pit-props would be much shorter, and might possibly be made three or four times, while the crowntree timber would be seldom cut or broken, as is now the case, when room is required for stick corves. The large quantities of coals lost and broken in their transit from the workings to the bottom of the shaft, and in the shaft itself, would be saved. The bankmen and onsetters at the top and bottom of the pit could be got to do the work for less than half the sum now paid. The expense of corving shops, and the coals for the large fires necessary to dry the corves and rods, would be saved, as would also the houses and firing of the corvers, while the expense of straw for covering corf-rod stacks, of iron corf bows, and of a smith specially to uphold and repair the latter, would be rendered unnecessary; so would the hooks and chains, which are very costly. In short, I estimate the total saving to be effected by the change at 8800*l.* per year:—Saving in corving alone, 3400*l.*; saving as enumerated above, 5400*l.*=8800*l.* The large score, on four pits, working 300 days, at only 60 scores each day, 5400*l.*=8800*l.* The large coals might be put into these tubs in pieces nearly as large as the tub itself, if required. Then the tubs are very low, whereas the rod-corves are rendered so high by the bows that they are up at the roof of the mine on one side when the men are, with difficulty, filling them at the other. The working and separation of small coals underground would be much more easily accomplished with tubs than they are with rod corves; and the small, when need require, might be more easily stowed away underground in tub carriages. The iron measures will never vary in size, and will probably last for 10 or 20 years with trifling repairs, whilst the corves are every day varying, and must be renewing about every six weeks. Indeed, it is so well known that the coalowners could not do long without the corvers that the latter have often taken advantage in striking for higher wages, which they have always obtained. The pitmen also have often struck from disputes about the size of the corves, occasioning much loss to both parties, and long delay; for no one could properly determine the size of the corf, or administer justice to either party. The pitmen are, in consequence, often dissatisfied, even though they are sending up short measure. However, by means of tubs, which prevent the waste caused by the opening of the wickerwork of the coves acting like a riddle, I have got about 1000 chaldrons extra during the last eight weeks upon a quantity equal to not more than one pit's produce, and the pitmen do not appear dissatisfied.—T. Y. HALL."

It does not appear that the proprietors of the South Hetton made any formal reply to this report, but they tacitly allowed Mr. Hall to proceed. That gentleman had, meanwhile, been pondering over the objection raised by Messrs. Wood and Johnson, and before long propounded a scheme for

removing it. There is no doubt that an iron tub, capable of holding a ton of coal, was at once inconvenient and unwieldy, and that the emptying into it the contents of the smaller tubs produced a large amount of breakage. In lieu of it, Mr. Hall constructed a framework of iron, called a cage, into which the oblong wagons themselves were run and secured, and thus frame-work, wagons and all, were drawn to bank. In reporting the new plan to the proprietors, Mr. Hall said—

"I find that I can now adopt a better mode of drawing the iron tubs to bank, which consists in attaching to the rope an iron cage, into which I fasten the tubs, and send them up the shaft. Four of these cages will set both our present pits underway. The cages are of very easy construction, and may be formed, in a skeleton shape, of six of eight iron bars, at a very trifling cost, and attached to the end of the chains on the end of each rope. The adoption of this cage system will enable us to do the work at the mouth of the pit at 4d. 10s. per pit per month less cost, thus saving at the two pits, when in full work, 8l. a month, or 1116l. yearly. At and near the bottom of the shaft a saving of 75l. would be gained; making, with the former sum, an annual saving of 2016l. The hooks and chains upon the ropes' ends, under this system, will cost a mere trifle, whereas they now cost at Hetton Colliery, I am informed, a sum equal to 1d. per chaldron on the quantity raised. I may safely estimate in this department a saving of 386l. There will also be a considerable saving in the wear and tear of the ropes. With the cages the ropes will no longer twist on untwist in the shaft, nor will they be injured by the throwing down into the pit of corves, which occurs under the old *regime* hundreds of times a day. But, perhaps, one of the most important advantages is the prevention of that breakage of the coals which is caused by their transference from the smaller to the larger tub, the coal being brought to bank in the tubs in which it is placed by the workmen. The tub system and some underground improvements are enabling us to do as much work now with two pits 180 fms. deep as four pits were formerly estimated to accomplish! You will remember that it was in contemplation to sink two additional pits—but these surely cannot now be required—that not less than 124,230 chaldrons, or 350,000 tons of coal can be drawn to bank annually. I calculate, therefore, that you will save at once a sum of 20,000l.—the money that would have been required to open the new pits. The interest of that sum at 15 per cent.—and as the money is sunk principally in labour and perishable stock one cannot well give a less percentage—would be 3000l. per year; so that I may fairly put down a total saving upon the year, from all sources, of 14,000l."

Mr. Hall was allowed to have the cages, and their introduction was attended with all the direct and collateral advantages he predicted. The coals were brought to the surface with greatly increased rapidity; they escaped being shattered to dust in the ascent; and a system of just and equal measure, alike satisfactory to owner and miner, was for the first time established. One thing was wanted to complete the new arragement: the iron cage swung in the shaft, as the corf was wont to do, and the journey of the miner to and fro was still perilous. Up to this stage the improvements had benefited the owners rather than the workmen; but the interests of humanity, and justice to the population of the collieries, demanded that some remedy should be devised for the prevention of, or rather some precaution should be taken against, the accidents that were constantly occurring. Mr. Hall supplied this desideratum by the application, to the sides of the shaft, of guide-rods, or conductors, which, fitting into grooves at the sides of the cages, rendered the ascent and descent easy and secure. By their instrumentality the cage descended without swerving to its destination, and returned with equal ease. With corves the use of flat wire-rope was impracticable, in consequence of the tendency of the suspended basket to revolve; but under the new arrangement there was no twisting, and the transit of the workmen to and from their dangerous toil was accomplished without exertion.

[*To be continued.*]

ECONOMIC PRODUCTION OF ALUMINIUM.—A metallurgical process, which owes its utility to entirely novel results discovered by the inventor, has recently been patented in Belgium by Mr. Cummenge. It is applicable to the production of all metals which are not in common use, aluminium especially, as it has the one great advantage which must not be lost sight of in these kinds of metallurgical operations—the reagents employed are abundant and cheap. The process dispenses completely with costly chemicals, such as chlorine and sodium, which have hitherto been considered indispensable to the production of aluminium and analogous metals, both in laboratory experiments and in working upon a practical commercial scale. Mr. Cummenge claims for himself the honour of being the first to demonstrate that metallic aluminium can be produced by the use of very simple re-agents—sulphur, carbon, and atmospheric air—in an apparatus differing but little from that employed in other metallurgical operations. The fundamental principles of the process are these:—Sulphide of aluminium is brought to a metallic state by the disengagement of sulphuretted hydrogen by heating it in a current of perfectly dry hydrogen. Sulphide of aluminium produces metallic aluminium by reaction on the dry sulphate of alumina, or even on the alumina by the disengagement of sulphurous acid by bringing it to a red heat in a non-oxidising atmosphere. Sulphide of aluminium is reduced by the dry way by the common metals, such as iron, copper, and zinc. The chief claim is for the production and use of sulphide of aluminium, however such "artificial mineral" be produced. The process by which the sulphide of aluminium is produced is this—Into a funnel, or fire-clay retort, similar to the ordinary retorts used in the distillation of coal for the manufacture of gas, charcoal, or coke, is fed in to about half its capacity, the remainder being filled with the alumina. After having closed the retort, the whole is heated to redness, an orifice at each extremity alone being left—the one near the coal for the sulphur necessary to produce the reaction, and the other near the alumina to admit of the escape of the gas produced. The sulphur melts, volatilises, and by its passage over the coal is transformed into sulphide of carbon, and the sulphide of carbon thus produced passes over the heated alumina, the carbon takes up the oxygen, and forms carbonic oxide gas, and the sulphur acts upon the metallic aluminium. The sulphide being produced, may be treated by reaction or by reduction. By reaction, in a reverberatory furnace, in a reducing and non-oxidising flame, mixing it with the necessary quantity of dry sulphate of alumina, the aluminium remains in the metallic state, and the metal with which an alloy is to be formed may then be added. By reduction, by means of hydrogen, which drives off all the sulphur of the sulphide in the state of sulphuretted hydrogen.

APPARITIONS—AN OPTICAL ILLUSION.—From a communication we have had with Mr. H. Direks, the eminent patent agent, we learn that he will lay before the British Association, at its forthcoming meeting at Leeds, an account of his invention of an apparatus for illustrating spectral phenomena. The results, as related by himself, are most surprising, and the optical illusion so complete, that the spectator may see two objects within 12 inches of his eyes and yet be unable to pronounce whether they are both solid, both visionary, or only one solid and one visionary. It carried out on a large scale, a theatre might be erected, in construction something like a building suitable for dioramic exhibitions, and the audience would see on the stage two or more actors, one of whom might be a mere vision, yet to all appearance as solid and perfect as the rest. In this spectral drama all the figures would act in concert; the visionary character of one of the actors would only appear at the time required to suit the occasion. The visionary actor might appear or disappear in thin air, or enter as solid and firm a looking figure as the other actors, but be imbued with the power of passing through all material objects. In this way the most surprising and startling results could be realised, and in correct imitation of all that has ever been attributed to a spirit world.

MINING IN WESTERN AUSTRALIA.—A rich mineral property, comprising 730 acres of freehold land, and 16,000 acres held on lease from the Crown, and situated in the Murchison River District, Western Australia, is about to be developed by a company formed in London, under the title of the Geraldine Mining Company, with a capital of 30,000*l*. The Murchison location contains the champion lead lode, which has been opened on for upwards of 330 fms., and from which ore has been raised and smelted by the late proprietors, and pig-lead produced therefrom to the amount of about 12,000*l*. For the present it is intended to confine operations to this lode, to send the ore to England without smelting, and as profits increase to bring into working the other lead and copper lodes on the property. The mines are at present worked on contract by the mining captain at so much per ton of dressed ore raised, and a parcel (20 tons) sent to England yielded a profit of 2*l*. 4*s*. per ton; and it is anticipated that when the steam-engine arrives out, with a few experienced miners, the profits will be at least doubled. Capt. Martin Hoskin reports favourably upon the prospects of the mine; and analyses of samples of the lead ore, by Prof. Hofmann, gave from 79·44 to 85·42 per cent. of lead (pure galena, yielding 86·63); and of the copper ore, by Mr. A. C. Greeory, the Assistant Surveyor-General, Perth, Western Australia, gave from 23 to 45 per cent. of copper. The prospectus of the undertaking is published in another column.

THE KAWAU ESTATE.—It will be seen by our advertising columns that this property, which belongs to the North British Australasian Company, is for sale. It is freehold, and comprises the whole of the island of Kawau, in extent about 5000 miles. Although mining operations have hitherto been unsuccessful, the estate is well adapted for agricultural and pastoral purposes, as it abounds with most luxuriant vegetation, and a large number both of wild and tame cattle are at present upon it. It is situated on the east coast of the northern island of New Zealand, distant some thirty miles to the northward of Auckland, and two miles from the mainland. The strait between it and the mainland affords safe anchorage and favourable navigation for boats and small vessels; and the natural harbour of Ben Accord, which runs into the centre of the island, is of sufficient depth to shelter a considerable fleet of vessels. As only a reasonable sum is stated to be required for the property, it would appear to be worthy the attention of speculative capitalists.

MADAME TUSSAUD'S.—The attractions of this extensive Museum have recently been increased by the addition of the effigies of many modern originals, with whose names and deeds the public have within a year or two become familiar, including the heroes of the Crimean and Indian wars.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—JAS. PASCOE and J. R. THOMAS, Chacewater: Improved method of and apparatus for feeding boilers of all steam-engines with liquid, without the aid of the force-pump heretofore used.—J. IRELAND, Manchester: Cupola furnaces.—G. JONES, Bangor Wharf, Pimlico: Securing joints in slate ridge roll.—A. V. NEWTON, Chancery-lane: Air engines.—G. PRICE and W. DAWES, Wolverhampton: Steam-engines, steam-boilers, and apparatus connected therewith.—J. T. PITMAN, American and European Patent Offices, No. 67, Gracechurch-street: Construction of pneumatic condensing apparatus, for the purpose of compressing air, aeriform, or gaseous bodies, preparatory to their use as prime motors, or for other purposes.—S. HOGA, Nassau-street, Middlesex Hospital, London, W. F. PIGGOTT, Argyle-street, Regent-street, and S. BEARDMORE, Upper Berkeley-street: Submarine electric telegraphs.—E. FULLWOOD, Queen-square, Bristol: Manufacture of cements.—CHARLES BARTHOLOMEW, Rotherham, J. BELL, Swinton: Improvements in pistons and safety-valve levers of steam and other engines.

SAFETY CAGES.—Messrs. Woodward and Percy, Manchester, propose some improvements in machinery and arrangements for raising and lowering weights generally employed in mines, &c., and its object is to prevent the descent of the box or cage of the hoist and balance weight when the rope or chain employed to raise or lower the box or cage happens to break: this part of the invention consists in the use of a series of levers, arranged so that when moved in one direction they will cause friction blocks to grip or press firmly against the guides upon which the cage slides, and when moved in the other direction, will withdraw the friction blocks from the guides. These levers are fixed on a beam or frame, and the rope or chain is attached to the end of the lever or levers, and the cage is suspended on the levers. The action is this—when the rope or chain is tightened, or the weight of the cage is sustained by the rope, the levers are lifted and withdraw the friction blocks from the guides, and when the rope is slack, or when it is broken, the levers are free, and a spring acts on the lever to bring the friction block against the guides, and the weight of the cage and its contents act also on the said levers, and thus force the friction blocks firmly against the guides; the greater the weight in the cage, the greater is the pressure of the friction blocks on the guides, which hold sufficiently firm to prevent the descent of the cage. The second part of the invention relates to the machinery for raising and lowering the cage, and to other means of raising and lowering weights, when the machinery is actuated by power and by belts; the object of this part of the invention being to provide against the breakage of the driving belt, or belts, which, without the application of arrangements having the same object as those forming this part of the invention, would leave the machinery uncontrolled, and would allow the cage to descend with such rapidity as might cause considerable damage. This part of the invention consists in arranging a break to be actuated by a lever, its end having a friction pulley upon it that rests on the driving belt, which thus holds the lever up and prevents it acting on the break pulley, but should the driving belt break, or get off the driving pulleys, the end of the lever will fall, and act on the break pulley which is on the shaft (or on one geared with it) that gives motion to the rope employed to lift the cage, consequently the cage is prevented from descending.

DEPOSITION OF METALS.—Mr. J. M. Syers, Liverpool, takes ores in which is contained metal, and puts them into a vessel containing water. He then takes wires of different metals, and immerses the ends in the said vessel; the other ends he leads and immerses respectively in vessels containing chloride of sodium and water. This being done galvanic action takes place, and the metals in the ores are conveyed into the metals containing chloride of sodium and water: thus silver wire will convey silver, copper wire, copper, and so on. The metals thus deposited may be reduced or used by any ordinary method. He does not confine himself to the use of chloride of sodium, as most other salts will produce the galvanic action described.

MANUFACTURE OF COKE.—Mr. D. Williams, Tredegar, South Wales, miner, has patented some improvements in the construction of ovens or furnaces for the manufacture of coke, and in the means of emptying or discharging the same, but the patent has become void from his neglecting to file a complete specification. The invention consists, in the first place, in so constructing the bottom or floor or hearth of the oven or furnace that it shall be capable of being removed, and of allowing the mass of coke or "batch" to fall into a suitable receptacle for the purpose of quencing or slacking the same, and of transporting or removing it away from the oven. The false or moveable bottom is so fitted as to nicely regulate the admission of air, and by means of the peculiar construction of the oven or furnace, a larger quantity of coal may be coked or charred in a less space of time than is usual with coking ovens. The oven or furnace is built upon a suitable cast-iron frame, raised by means of pillars or columns to the height of about 7 ft. from the ground; the oven is built of good refractory material, either brick or stone, mensuring inside about 6 ft. square, and from 5 to 6 ft. high or deep, or about 12 ft. high from the ground to the top of the walls of the oven, which should be slightly tapering from the bottom to the top, say 6 ft. square at the bottom, or on the iron frame, and 5 ft. square near the top. The oven may be provided with a top or cover, if desired, and this top or cover should be built in the form of a dome or arch, and in the crown or centre of the top is an aperture left, about 2 ft. square, or 2 ft. 6 in. diameter, if made round or circular, and through which the oven is charged; the sides or walls of the oven should be built about 1 ft. 6 in. in thickness, firmly stayed and strapped by means of iron bars bolted and fastened at the corners, or in any other convenient manner. The frame of the structure is made of cast-iron, measuring 6 ft. square inside, and 9 feet square outside, and about 2½ in. thick. The frame is supported by four pillars or columns, one at each corner, measuring about 7 ft. in height, and 8 in. in diameter. The false bottom or moving hearth is made of an iron frame measuring about 7 ft. square, lined with fire-clay bricks or tiles, made evenly so as to fit the bottom of the oven or furnace tolerably accurate, so as to exclude air. In the frame are left apertures properly fitted with regulators to regulate the admission of air. This frame, or false or moving bottom or hearth, is provided with a frame fitted with wheels to run on rails or guides, and capable of being moved back wards and forwards by means of a pinion and rack, or a chain winding on a drum, or the false bottom may be provided with suitable hinges, and on the other side with catches and fastenings to hold it securely in its place. If the furnace or oven does not draw, or create a sufficient draught, he erects a chimney on the top over the charging hole, and suitable apparatus on the top to regulate the draught.

INCREASING THE POWER OF GAS.—Mr. Jeanne, Angleur, proposes to pass illuminating gas, obtained in the usual manner, through a reservoir containing naphtha, which increases its illuminating power. The gas passes through wire gauze, kept wet with naphtha. It is simply necessary to provide the purifying apparatus, and allow the gas, as manufactured gas, to pass through it.

STREET RAILWAYS.—Mr. Armain, Haverstock-hill, proposes to cast rails with a longitudinal groove in the upper face thereof. In chilling their upper surface, and in forming them solid at the top, with sides carried down, and terminating at the bottom in feet or supports extending outwards therefrom. The sides are cast in such a manner as to leave a space between them, which is filled up with concrete, asphalte, or other suitable material. The ends of each rail may be cast with eyes, which project outwards from the sides, those on the outside to receive bolts for securing the rails longitudinally, and those on the inside to aid in fastening the tie rod for maintaining the gauge.

RAILWAY CHAIRS.—Mr. James Milliken, New York, has patented an improved wrought-iron rolled railway chair, with double continuous lips—a desideratum Long sought in the perfection of railway points. They are rolled over a mandrill, which is of the exact form of the flanges of the rail, and are furnished with a base of 7½ in., and with solid double continuous lips, which fit and clamp tightly any form or size of rail. The wide base resting on the cross ties, or continuous bearing, gives the rail a firm support, and prevents it from sinking into the wood, while the perfect fit of the lips of the chair over the flanges of the rail forms a sleeve which holds the rail firmly in its place, and prevents vertical motion under the weight of an approaching train of cars. The sleeve principle is so perfect that the chair has been used for suspending the joints of rails between the cross ties, and was found to furnish a joint of sufficient elasticity to prevent the batterings of rails at the ends. The advantages claimed for the new chair, as compared with sleeves or fish plates now in use, is that as they do not not require either bolts or screws, trouble and expense are saved.

RAILWAY WHEELS.—Messrs. Hollis and Lee, of Darlington, construct their wheels in four parts, of which two spokes, two portions of the rim, and one quarter side of the nave form one part or fourth. The spokes being made solid on the piece forming one side or segment of the nave are then bent to form a portion of the rim or felloe, each extreme end of such portion having a tenor to fit into the shoulder of the portion of the rim next to it through a mortice. These four parts of the wheel are fitted together, and the four nave sides are secured by strong hoops contracted thereon. These parts form the entire skeleton wheel, on which the tyre is shrunk in the usual manner. The axle end is wedged or keyed on the nave as usual.

THE ORIGINAL PROJECTOR OF THE ATLANTIC TELEGRAPH.—The various claims recently put forth by parties desirous of being accorded the honour of having first proposed the Atlantic telegraph have now a powerful opponent in the field, in the person of Mr. J. W. Brett, who proves, almost beyond dispute, that he is entitled to whatever merit may be due in respect of the proposition. The whole book is well worthy of perusal; but, perhaps, the greatest proof of priority is the subjoined agreement between the New York, Newfoundland, and London Telegraph Company with Mr. John Watkins Brett and others:—

"This agreement, made this twenty-second day of January, A.D., 1855, between the New York, Newfoundland, and London Telegraph Company of the first part; and the association, called the Transatlantic Submarine Telegraph Company of the second part, represented by J. W. Brett, as gérant of the said association, and others. Witnesseth:

1. That the parties of the second part agree to begin immediately, to finish and lay down in working order, in three years, a submarine cable sufficient for carrying telegraphic messages from some part of Europe to some part of America, connecting with the line of the parties of the first part at or near St. John's, Newfoundland.

2. The New York, Newfoundland, and London Telegraph Company agree, upon the completion and operation of the said cable, to grant to the parties of the second part, associated as aforesaid, so far as the authority of the parties of the first part extends, and so long as the said submarine cable, connected with Newfoundland as aforesaid, is kept in good working order, or repaired with due diligence, exclusive right to touch and land on the coasts of Newfoundland, or any other part of America to which the right of the said New York, Newfoundland, and London Telegraph Company may extend, with a telegraphic submarine cable, from any part of Europe, subject to the conditions hereinafter contained.

3. All messages and intelligence transmitted from Europe by or through said cable should be delivered to the parties of the first part, at their office in St. John's, and shall be by them transmitted over their line, in their proper order, without unnecessary delay, and at the same rates as charged for other messages or intelligence of like character.

4. If the parties of the second part should not connect within the period aforesaid with the line of the parties of the first part in Newfoundland as aforesaid, and keep their line in operation and repair, but should extend their line to some other part of the American continent or islands adjacent, or should form a connection or communication, directly or indirectly, by themselves or through any other line or lines, to or with the said continent or islands adjacent, or on the American side of the ocean, they shall pay to the parties of the first part $90,000 annually for 50 years, or so long as their line remains unconnected with the line of the parties of the first part, at St. John's, in half-yearly payments, at the office of the parties of the first part in the city of New York, on the first days of January and July, beginning on the first of January after the completion of the said submarine cable, on which day $45,000 shall be paid, and the same sum every six months thereafter at the place aforesaid during the said 50 years.

In witness whereof, the said New York, Newfoundland, and London Telegraph Company has hereto set its corporate seal, and the said parties of the second part have hereto set their hands and seals the day and year first above written."

Mr. W. Rickard, late Professor of Practical Mining, Mechanical and Civil Engineering, &c., in the Mining School of Cornwall, is about establishing classes, at his residence in Liverpool, for the purpose of giving instruction in mechanical and civil engineering, mechanical and architectural drawing, &c.

GOVERNMENT SCHOOL OF MINES, AND OF SCIENCE APPLIED TO THE ARTS.

DIRECTOR—Sir RODERICK IMPEY MURCHISON, D.C.L., M.A., F.R.S., &c.

During the Session 1858-59, which will COMMENCE on the 4th October, the following COURSES of LECTURES and PRACTICAL DEMONSTRATIONS will be given:—

1. CHEMISTRY	.....	By A. W. HOFMANN, LL.D., F.R.S., &c.
2. METALLURGY	.....	By JOHN PERCY, M.D., F.R.S.
3. NATURAL HISTORY	.....	By T. H. HUXLEY, F.R.S.
4. MINERALOGY	.....	By WARINGTON W. SMYTH, M.A., F.R.S.
5. MINING	.....	
6. GEOLOGY	.....	By A. C. RAMSAY, F.R.S.
7. APPLIED MECHANICS	..	By ROBERT WILLIS, M.A., F.R.S.
8. PHYSICS	.....	By G. G. STOKES, M.A., F.R.S.

INSTRUCTION IN MECHANICAL DRAWING, by Mr. BINNS.

The fee for Matriculated Students (exclusive of the laboratories) is £30, in one sum, on entrance, or two annual payments of £20.

Pupils are received in the Royal College of Chemistry (the laboratory of the school), under the direction of Dr. Hofmann, at a fee of £10 for the term of three months. The same fee is charged in the Metallurgical Laboratory, under the direction of Dr. Percy. Tickets to separate courses of lectures are issued at £1, £1 10s., and £2 each. Officers in the Queen's or the East India Company's service, Her Majesty's Consuls, acting mining agents and managers, may obtain tickets at reduced charges.

Certificated schoolmasters, pupil teachers, and others engaged in education, are also admitted to the lectures at reduced fees.

His Royal Highness the Prince of Wales has granted Two Exhibitions, and others have also been established.

For a prospectus and information, apply at the Museum of Practical Geology, Jermyn-street, London. TRENHAM REEKS, Registrar.

MINERALOGY.—KING'S COLLEGE, LONDON.—PROFESSOR TENNANT, F.G.S., will commence a COURSE of LECTURES on MINERALOGY, with a view to facilitate the study of Geology, and of the application of Mineral substances in the Arts. The lectures will be illustrated by an extensive collection of specimens, and will begin on Friday morning, Oct. 8, at Nine o'clock. They will be continued on each succeeding Wednesday and Friday, at the same hour. Fee, £2 2s. R. W. JELF, D.D., Principal.

WANTED, a good SECOND-HAND WATER-WHEEL (about 30 ft. by 4 ft.) and CRUSHER complete.—Address, with where situate, age, maker's name, and price, Mr. J. H. MURCHISON, 117, Bishopsgate-street Within, London.

GAS.—WANTED, a PERSON PRACTICALLY ACQUAINTED with the MOST RECENT IMPROVEMENTS in GAS WORKS, and who could undertake to improve works already established, especially with regard to economy of the manufacture. None need apply who are not able to produce the most satisfactory testimonials as to ability, sobriety, &c.—Reply by letter, addressed "V. T.," at Messrs. W. Dawson and Sons, 74, Cannon-street, City, E.C.

MANAGER OF BLAST FURNACES—SITUATION WANTED.—A YOUNG MAN, who has had 15 years' practical experience in the iron trade, desires a SITUATION to MANAGE, or SUPERINTEND the MANAGEMENT of BLAST FURNACES. He is well acquainted with the manufacture of pigs, making plans, and superintending the erection of blast furnaces, and managing them; making out yields, costs, and book-keeping, and can be well recommended.—Address, "E. P.," *Mining Journal* office, 26, Fleet-street.

TO IRONMASTERS—DESIDERATA.—A SPECIFIC PROCESS for the DESULPHURISATION of COAL, COKE, IRONSTONE, and IRON, will be undertaken and practically carried out, with economy and success, at any blast furnace for any party, for a consideration, by the undersigned.—BENJAMIN DAVIS, manager, Hope, near Mold, Flintshire.

TO IRONMASTERS AND CAPITALISTS.—WANTED, a PARTNER, who can command from £1200 to £1500, to WORK a VALUABLE DEPOSIT of IRON. At the depth of 3 ft. from the surface it contains 80 per cent. of metallic iron; as it improves in depth, at 3 or 4 ft. deeper, it is confidently expected to be 100 per cent. This is the same kind of ore of which the finest iron is made in Sweden. It has never been found in Britain, hence its value. It produces iron far superior to the red ores of Cumberland for strength and ductility. Persons wishing to obtain the finest quality of iron should avail themselves of this opportunity. In appearance it resembles silver. At the depth of 60 ft. there was no appearance of reaching the bottom of the iron. Being solid and impervious to water it is quite dry, and no machinery is required to keep it so. It is conveniently situated for supplying South Wales, Staffordshire, &c. There are fine copper and lead lodes situate in another part of the sett, which may be wrought without requiring the advance of any more capital. A person who can advance the requisite capital, and will undertake the sales in England, will be preferred. —Applications in writing to be addressed to "R. M.," at the office of the *Mining Journal*, 26, Fleet-street, and which will receive immediate attention.

TO IRONMASTERS.—The ADVERTISER, who has had many years' practical experience, seeks an ENGAGEMENT as FORGE and MILL MANAGER. He is thoroughly conversant with the several processes required in making coke and charcoal iron, sheet-iron and boiler-plates, Canada plates and tin-plates, as well as with the manufacture of bars and rails. Would have no objection to go abroad. Highly respectable reference as to ability and character will be given.—Apply to D. DAVIS, bookseller, Aberdare.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles, is OPEN to TREAT with manufacturers having works at present in operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable reference as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

TO MINE PROPRIETORS.—TO LET, the CEFN GWYN MINE, in the neighbourhood of Aberystwith. A 30 ft. water-wheel, with a pair of first-rate crushers and pumps, now on the mine and in excellent repair, may be procured from the late lessees, for cash or shares, or partly in either mode.—For particulars, apply to the Rev. LEWIS GILBERTSON, Jesus College, Oxford.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—

REFINED METALLIC NICKEL.	OXIDE OF COBALT. [WIRE, &c.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET,

NICKEL AND COBALT ORES PURCHASED.

DALE MINING COMPANY (LIMITED).—Notice is hereby given, that the ORDINARY MEETING of the shareholders in this company will be HELD at the London Tavern, Bishopsgate-street, in the City of London, on Tuesday, the 28th inst., at Twelve o'clock at noon.

By order of the Board, J. DICKINSON BRUNTON, Sec.
5, Waterloo-place, Pall Mall, September 17, 1858.

LINARES LEAD MINING COMPANY.—Notice is hereby given, that, in conformity with the Deed of Settlement, the HALF-YEARLY GENERAL MEETING of the shareholders in this company will be HELD at this office, on Tuesday, the 28th inst., at Two o'clock, P.M., to receive the accounts, balance-sheet, and reports of directors and auditors, for the half-year ending 30th of June last, and for the general purposes, as authorised by the Deed of Settlement.

At the last meeting of the board of directors, it was resolved:—

"That a dividend of 5*s*. per share be declared on the paid-up shares of the company, payable on the 30th day of October next, and that the transfer books be closed for such dividend on the 14th October, and reopened on the 30th day of October."

By order of the Board, J. B. COLOGAN, Sec.
5, Queen-street-place, Upper Thames-street, London, Sept. 16, 1858.

SOUTH AUSTRALIA.—ROYAL MINING COMPANY.—Notice is hereby given, that the directors of the Royal Mining Company of South Australia have this day made a CALL of ONE SHILLING PER SHARE on all shares in this company. That such call is made payable at the office of the company, King William-street, Adelaide, on every Tuesday and Thursday, from the 1st July to the 31st December, 1858, between the hours of Eleven and One o'clock. All scrip requiring to be transferred must be left for one week at the office of the company.

Notice is hereby further given, that all shares not paid up by the 6th January, 1859, will be absolutely forfeited. By order of the Board of Directors,
May 18, 1858. NATHANIEL SUMMERS, Sec.

ALVENNY MINING COMPANY (LIMITED).

Capital £17,000, in 17,000 shares of £1 each.
To be fully paid upon allotment.
SECRETARY—Mr. J. D. Brunton.

OFFICES,—40, KING WILLIAM-STREET, E.C.

This company is formed to work three contiguous mining setts, known as Alvenny, Fox Tor, and Red Hill. The Alvenny sett is known to be of great value, having produced £30,000 worth of tin at and above the adit level. It is well known that rich leaders of tin have gone down below the adit, but as the mine has been worked hitherto without machinery, these leaders could not be followed in consequence of the water. The ground is easy and inexpensive, and a steam-engine of 40-in. cylinder would sink the mine to a depth of 150 fms. The lode averages 3½ ft. in width, and an adit has been driven upon it for about 250 fms. Numerous adit shafts have been sunk, any of which may be made available for more extended workings.

In the Fox Tor sett, four shafts have been sunk 10 fms. each, and one 16 fms. About 300 fms. have been driven at adit and in the 10 fm. level, and these drivings have produced about £2000 worth of tin. Excellent ground has thus been laid open, which will let at from 5*s*. to 6*s*. in 1*l*. tribute as soon as the water is pumped out. There are four or five tin lodes in the sett, but only one has yet been wrought. This sett can be very economically worked, there being sufficient water-power for stamping and crushing.

The Red Hill sett is situate at the eastern extremity of the Alvenny and Fox Tor boundaries. All the lodes which pass through these two run directly through the Red Hill sett, and ensure valuable working for many years to come.

The principal part of the dead work is already done, and the mines are laid open so as to ensure immediate returns.

The lease is granted for the unusually long period of 40 years, at a royalty of 1-15th, with a dead rent of £50 per annum. And for this, and the £15,000 value of work already done, together with the buildings and plant upon the mines, an agreement has been entered into with the lessees to assign the lease to the company for the consideration of £7000 to be paid to them, with £6000 of which they undertake to subscribe for and pay upon 6000 shares. Of the remaining 11,000 shares it is proposed to issue only 6000 at present, as it is anticipated that their value will be greatly increased by the success of the mines, before the proceeds of the remaining 5000 will be required; and when they are issued the then existing shareholders will have the option of taking them *pro rata*, at par. Operations will be commenced as soon as 3000 shares are subscribed for.

Full prospectuses, with reports and forms of application, can be obtained of the secretary, at the offices of the company.

PROSPECTUS OF

THE BRINSLEY HALL COLLIERY COMPANY (LIMITED).

Completely registered.

Capital £25,000 (with power to increase to £30,000), in 2500 shares of £10 each.

Deposit, £2 10s. per share.

PROVISIONAL DIRECTORS.

THOMAS PERRY, Esq., Highfields Iron-Works, near Bilston, Staffordshire.
THOMAS JOSEPH PERRY, Esq., Highfields Iron-Works, near Bilston, Staffordshire.
JOHN BOUILNOIS, Esq., Charlotte-street, Fitzroy-square, London.

BANKERS—The Derby and Derbyshire Banking Company, Derby.
ENGINEERS—Messrs. Woodhouse and Jeffcock, Midland-road, Derby.
SOLICITOR—Mr. Joseph Shaw, Rotten-row, Derby, and Ilkeston, Derbyshire.
STANDING COUNSEL—Thomas Bell, Esq., 3, King's Bench Walk, Temple, London.
SECRETARY AND MANAGER—Mr. John Shaw, College-place, Derby.
TEMPORARY OFFICE,—No. 2, COLLEGE-PLACE, DERBY.

This company is formed for the purpose of working and getting coal or other minerals. The locality in which the business is intended to be carried on is the Brinsley estate, in the parish of Greasley, in the county of Nottingham, which is well situated in the far-famed valley of the Erewash, and lies contiguous to, and has a communication by means of branch lines already made with, the Erewash Valley Railway and the Cromford Canal.

The situation is most convenient for bringing the minerals into the market, both by rail and canal. The vend by rail is almost unlimited, the Erewash Valley branch being in immediate connection with the main trunk lines of the Midland and Great Northern Railways.

There are also in close neighbourhood several large iron-works, the number and extent of which are yearly increasing.

The estate comprises about 400 acres, and is held under leases from the Earl of Mexborough; the trustees of Mr. James Christopher Royston and Mr. Christopher Royston.

The terms of the respective leases are fair and reasonable, and the reserved and minimum rents are low.

The beds of coal and other minerals have been fully proved, and are considered to be of a more than ordinary valuable character, being without faults, and with little or no water to contend with.

The mines lie at a convenient depth, and may be easily worked; and the coal is of superior quality, both for house and furnace purposes.

The works have been commenced, and shafts have been partly sunk, and in a very short time, with a little further outlay, the upper beds of coal may be got, and the business carried on with a profit.

One of the most eminent firms of mining engineers in the Midland Counties have (without reference to the proposed association) fully examined and reported upon the undertaking, and their report is of the most satisfactory character.

The capital is to be £25,000, divided into 2500 shares of £10 each, upon which a deposit of £2 10s. per share shall be paid on the acceptance of the letters of allotment. Power will be taken to increase the capital to £30,000, with the assent of two-thirds in number and value of the proprietors specially convened.

The company is constituted within the provisions of the Limited Liability Acts.

As a commercial speculation, it is computed that if the undertaking be carried out on a scale at all commensurate with the value and extent of the minerals in lease, a large profit will be realised upon the capital employed.

It is calculated that the works will be completed, and the mines fully developed, in two years from the commencement. The calls in respect of the shares will extend over that period at convenient intervals.

Each application for shares must be accompanied by a payment to the bankers of the company of £1 per share on the number of shares applied for, and for which a voucher will be given. Should no allotment be made to the applicant, the money thus lodged with the bankers will be returned free of charge; if an allotment be made, it will be applied towards the deposit of £2 10s. per share then payable.

The present directors only hold office provisionally, and at the first general meeting an election of directors will be made. The qualification for the office of director will be the holding of 50 shares.

Applications for shares to be addressed to the provisional directors, at the temporary offices of the company, No. 2, College-place, Derby, in the accompanying form.

To the Provisional directors of the Brinsley Hall Colliery Company (Limited).

GENTLEMEN,—Having paid into the hands of the Derby and Derbyshire Banking Company, the bankers named in your prospectus, £ to your credit, I request you will allot me shares of £10 each in the above-named company, and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay the calls thereon at the appointed times, and to execute the necessary deeds when required to do so.

I am, Gentlemen, your obedient servant,

Name (in full) .....
Residence (in full) ..... Profession or occupation .....
Place of business (if any) ..... Date .....

THE GERALDINE MINING COMPANY,

WESTERN AUSTRALIA (LIMITED).

Capital £30,000, in 300 shares of £100 each, with power to increase the same.

TRUSTEES.

Col. F. C. IRVIN, late Commandant and Acting Governor of Western Australia.
ROBERT SMITH, Esq. | MICHAEL HICK, Esq.

DIRECTORS.

ROBERT SMITH, Esq., No. 10, Northampton-terrace, Compton-road, Islington.
MICHAEL HICK, Esq., Scarborough.
HENRY RICHARD GRELLET, Esq., No. 7, Lloyd-street, Lloyd-square.
HENRY ROBERT GRELLET, Esq. (Sevin, Grellet, and Co.), No. 41, Lime-street.
WILLIAM ELGIE CORNER, Esq., No. 23, Albert-square, Commercial-road East.

BANKERS—Sir J. W. Lubbock, Bart., and Co.
SOLICITORS—Messrs. Parker and Lee, 18, St. Paul's-churchyard.
SECRETARY—Mr. Benjamin Williamson.
BROKERS—Messrs. Scrutton and Son, 81, Old Broad-street.
OFFICES,—No. 1, INGRAM-COURT, FENCHURCH-STREET, LONDON.

The Geraldine mining property is situate in the mineral country termed the Murchison River district, Western Australia, and contists of—

1. 640 acres on the Murchison River.
2. 20 acres at the Gum Forest.
3. 50 acres at the Gum Forest.
4. 10 ditto ditto
5. 10 ditto at Garden Well.

(All freehold property, title from the Crown, free from royalties or any other encumbrance.)

6. 16,000 acres of land leasehold from the Crown.

This district was discovered on one of the exploring expeditions, under the leadership of Assistant Surveyor-General Augustus C. Gregory, the chief of the Great Northern Australian Expedition and the Geraldine Lead and Copper Mines, cropping out in large masses above the surface, and were first noticed by himself.

Samples were carried to the Governor, Capt. Fitzgerald, who transmitted them to Earl Grey, at that time Secretary of State for the Colonies, at whose instance they were assayed by Sir H. De la Beche; his analyses, together with others, are attached.

Murchison location (No. 8), 640 acres, contains the champion lead lode, which has been opened on for upwards of 350 fms., from which ore has been raised and smelted by the late proprietors, and pig-lead produced therefrom to the amount of about £12,000, which has been sold chiefly at Singapore, where it is preferred to other lead. All this has been taken from a depth of about 12 ft., and chiefly from 30 fms. of lode. The vein of galena to this depth is found to average about 2 feet solid. A shaft (James's) has been sunk, cutting the lode at 12 fms., where the vein of ore is found to be between 3 and 4 ft. thick. It will, therefore, produce over 15 tons per fm. of ore, giving fully 75 per cent. of metal, few assays showing less than 79 per cent. Pumps and machinery are put up, but an engine will be necessary in order to do away with the costly horse-power at present employed. The ore is raised very easily and cheaply, 3s. 6d. to 10s. per ton being paid as wages.

In the month of January this year, with such labour as they have at command, 170 tons of ore were grassed, and the quantity which can be raised is only to be limited by the amount of labour applied.

On the same location, about half a mile down the river, a shaft has been sunk for copper, and excellent samples have been procured, assays varying from 18 to 45 per cent. pure copper.

Here also occurs another fine lead lode. Good graphite (plumbago) is also found on this location; and a cutting across the grant shows indications of five other lodes, which have not yet been tried. Good cottages, store, smithy, and all necessary buildings connected with the mine, are erected.

The above is about 30 miles direct from Port Gregory, the port of shipment.

No. 2.—At the Gum Forest, 20 acres, three miles nearer the port, contains the smelting works, consisting of two large reverberatory furnaces, and two roasting furnaces, cottages, smithy, stores, &c.

No. 3.—At the Gum Forest, 50 acres, contains a copper lode, from which good copper, richer than the last mentioned, has been raised. This lode is traced a long distance through the country. It is a well-defined lode, and expected to turn out a good mine.

No. 4.—At the Gum Forest, 10 acres, containing a good well of water.

No. 5.—At Garden Well, 10 acres, containing a fine well of water and a good piece of garden ground, also excellent fire-clay for furnace bricks.

This country for many miles round abounds in minerals, and there is a plentiful supply of building materials and timber for mining and smelting purposes.

The 16,000 acres under lease from the Crown are situate at Baker's Well, half-way on the road between the mines and Port Gregory. It is good agricultural and pastoral land.

The present company have obtained the whole of the above property, together with the improvements thereon, plant, machinery, buildings, &c., for £25,000 in paid-up shares, leaving £5000 to be raised as a working capital, in 50 shares, which, it is considered, will be sufficient to work the mine efficiently.

For the present it is intended to confine the operations of the company to working the champion lead lode, and sending the ore to England without smelting; and, as profits increase, to bring into working other lead and copper mines on the property.

To effect this, it is decided on to send out immediately a steam-engine, with other necessaries, when the following results are calculated on:—A parcel of 20 tons of ore sent to England sold for £13 14s. per ton for lead, without silver.

At present the mines are worked on a contract by the mining captain until the company's manager arrives out. He is paid, including all expenses of material, horse-power, &c.:—

For all dressed ore raised, per ton	£2 10 0
Carting to the port	4 10 0
Freight to England, say	4 0 0
Incidental expenses	0 10 0
Per ton	£11 10 0

Showing on the above price of £13 14s. per ton a clear profit of £2 4s. per ton. But when the steam-engine arrives out, with a few experienced miners, the ore will be raised at much less cost.

It is calculated, including management, &c., not to exceed, per ton	£1 4 0
And with constant employment to carters, the cartage may be done for*	3 0 0
Freight will remain the same, say	4 0 0
Other extras	0 10 0
Per ton	£8 14 0

Which, on the above price of £13 14s. per ton, leaves a clear profit of £5 per ton. Vessels bringing home wool or other light cargo would gladly take the ore at £2 per ton.

Incoming shareholders are reminded that they are not embarking their capital in searching for a mine, as the Geraldine Mines have been known and worked since 1851; they will also have the advantage of cheap labour of convicts, among whom are found some good miners, who have behaved quite as well as the free men. The company have reason to expect support from the Colonial Government in developing the mineral districts, as they are of the utmost importance to the colony.

For mining captain's report and assays see prospectus.

Applications for shares must be made at the offices of the company, 1, Ingram-court; or to the brokers, Messrs. SCRUTTON and SON.

* Should any of the traction engines be found to answer, the cartage can at once be reduced to 10s. per ton.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the Cause of MICHELL AND ANOTHER v. DALE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 12th day of May last, a PUBLIC AUCTION will be HOLDEN at WHEAL TALLACK MINE, in the parish of St. Agnes, within the said Stannaries, on Monday, the 27th day of September inst., at Twelve o'clock at noon, for SELLING, either together or in lots, the MINING MACHINERY and OTHER EFFECTS, at or upon the said MINE, or belonging thereto, or to the adventurers therein in respect thereof.

For viewing the same, application may be made to Mr. WILLIAM TONKIN, the officer of the Court in possession at the mine; and for further particulars to Mr. STOKES, plaintiffs' solicitor, Truro.—Dated Registrar's Office, September 8, 1858.

HIGHLY IMPORTANT AND EXTENSIVE SALE AT THE HENDRE MINES, NEAR MOLD, FLINTSHIRE.

TO LEAD MINE AND COLLIERY OWNERS, ENGINEERS AND MACHINISTS, IRONFOUNDERS, MILLWRIGHTS, BROKERS, AND OTHERS.

MR. JAMES WILLIAMS has much pleasure in announcing that he is favoured with the instructions of the former lessees of these mines to SUBMIT TO SALE, BY PUBLIC AUCTION, on the said premises, on Monday, the 20th Sept., 1858, and following days, until the whole is disposed of, all their very valuable powerful CONDENSING, PUMPING, and WINDING ENGINES, WINDING APPARATUS, CRUSHING MILL, WATER-WHEELS, PLANT, and MACHINERY, WEIGHING MACHINE, 12½ in. LATHE, TOOLS, IMPLEMENTS, UTENSILS, and a great variety of other useful miscellaneous effects, consisting of, chiefly—

ONE SINGLE POWER 80 in. PUMPING ENGINE (by Mr. Fairbairn, of Manchester), with beam of equal length, 10 ft. stroke of piston, fixed upon a strong cast-iron foundation; four cylindrical boilers with tubes, each 38 ft. long by 5½ diameter, and connections; 24 in. plunger pole and case, stuffing-box and gland, clack doorpiece, H piece, windbore, and 70 yards of 24 in. pumps.

ONE 20 in. cylinder PUMPING AND WINDING CONDENSING ENGINE, 4 ft. stroke, double power and connections complete, with two cylindrical boilers, one 33 ft. long by 6½ diameter, and the other 30 ft. long by 5 in diameter, with windbore, H piece, and clack doorpiece.

ONE DOUBLE POWER 16 in. cylinder PORTABLE CONDENSING STEAM-ENGINE, working on 2 ft. stroke, the cylinder fitted with slide valve and eccentric gear; beam with parallel motion, connecting rod, &c., and two cylindrical boilers, one 37 ft. long by 3½ in diameter, and the other 16½ ft. long by 3½, with steam pipes, pumping gear, &c. CRUSHING MILL, with three rollers, fly-wheel, &c.

TWO WINDING APPARATUS, with reversing motion, quills, chains, &c.

CAST-IRON WATER-WHEEL, 12 ft. diameter, 3 ft. breast, wrought-iron shaft, brass pedestals, crank, &c.

ONE WOODEN WATER-WHEEL, 9 ft. diameter, 3 ft. breast, with iron break, &c.

Shear legs, capstans, pulleys and ropes, balance-bobs, counter boxes, pit-head work, &c.; two 18 in. plunger poles and cases, 12 ft. long, with stuffing-box and gland, H piece and windbore, one windbore for sinking, clack piece and door, and 17 in. working barrel, 11 ft. long; other windbores, clack doors, and H pieces for various sized plungers, &c.; a large quantity of 19 in. pumps, matching pieces for ditto, and other sized pumps; 17 and 18 in. working barrels, 12 ft. long, with clack doorpieces and windbores for each; plunger pole for 9 in. lift, 11 ft. long; H piece for ditto, with door, stuffing-box and gland; windbore case, gland, and spindle for 12 in. lift; flanche and socket pipes of various diameters; a large quantity of wrought-iron plates for main rods, joints, clasps, &c.; two wrought-iron boiler tubes, 21 ft. long by 2 ft. 3 in. diameter; strong wrought-iron yokes of different sizes, a large quantity of flat and round wrought-iron rods, ditto capstan and other ropes; brass valves, seats, and glands; scrap copper, brass, and lead; ditto wrought and cast-iron, old files, gutta percha for gearing, &c.; large wrought-iron steel-yard for weighing pumps, &c.; weighing machine up to 8 tons; capital 12½ in. turning lathe, useful wooden patterns, large bell and framing, ditto cast-iron maundrill, 9 and 24 in. diameter; guages, tongs, maundrils, &c.; an immense quantity of wrought-iron rails, Lowmoor and Bowling (or engine) bars, hammered iron and common bars, staples, glands, and nuts, wrought-iron lids for buckets, joints for lifts, and a host of other articles of general utility in concerns of this description, which, with the above, will be fully described in catalogues, to be had eight days prior to the sale, of Mr. ROBERTS and Mr. JOHN PRICHARD, at the mines; at the Black Lion Hotel and Royal Oak Inn, Mold; of Mr. C. D. WILLIAMSON, Greenfield, Holywell; or of the auctioneer, at his office, Maes-y-dre, Holywell.

*** The Hendre Mines are distant from Mold about three miles, and Holywell eight, both first-class stations on the Chester and Holyhead Railway. The premises also adjoin the Mold and Denbigh turnpike-road.

HEMERDON CONSOLS MINE.

TO MINE AGENTS, ENGINEERS, MANUFACTURERS, IRONFOUNDERS, AND OTHERS.

MESSRS. CLEMENT AND CO. WILL SELL, BY AUCTION, at the HEMERDON CONSOLS MINE, situate in the parish of Plympton St. Mary, Devon, on Friday, the 24th September inst., all that extensive and valuable MINING PLANT, MACHINERY, MATERIALS, &c., comprising—

ONE ROTARY STEAM-ENGINE, 32 in. cylinder, with machinery for pumping, hauling, and stamping, viz.:—Crank for pumping, cast-iron cage for hauling, 12 heads of stamps, and cast-iron axle for stamping.

1 balance-bob, 1 travelling or angle ditto, 1 shaft ditto.
About 30 fms. of 2½ in. iron rods, from engine to shaft, for pumping.
18 fms. of 8 in. wood rods.
1 18 fm. 9 in. plunger lift, with 9 in. column.
1 12 fm. 8 in. drawing lift, with 9 in. column.
1 10 fm. 7 in. drawing lift, with 8 in. column.
About 30 fms. of 1½ in. bucket rods, 40 fms. ladders.
A quantity of chain of different sizes, shaft door, 5 large iron kibbles, 12 pulleys and stands for hauling purposes, 6 ditto for flat rods, about 40 fms. of 1½ in. flat rails, 1 iron tram wagon, and 1 horse whim, complete. [complete.
1 8 ft. wheel, with 2 large round buddles,

Dressing tools of all descriptions.
1 small buddle, 1 reck, stamps dregs, 7 sieves, a quantity of launders.
1 tin chest, smiths' bellows, 1 anvil, 1 screwing stocks complete, with a lot of screws and taps, smiths' tools, ditto cupboard, a quantity of old and new iron, miners' tool chest, miners' tools, ditto chests, and 1 large saw.
A quantity of old and new timber.
1 pair of large iron blocks, 1 small pair of wood ditto, 1 lifting jack, 1 vice.
1 large pair of scales and stand, 1 small ditto, with a quantity of weights.
1 large grindstone.
Tackle and other ropes,

Counting-house furniture, consisting of 1 large stove, 3 grates, and other articles. A quantity of spare materials, such as stamp heads, ditto tongues, pulleys, zinc pipes, grease, oil, hemp, nails, hilts, a quantity of red lead, &c. A quantity of wire, such as bell wire, fencing ditto. Knocker line, &c., poppet heads. Sale to commence at Eleven o'clock.

The whole may be viewed prior to the sale, by application to Capt. ANTHONY PRIOR, on the mine; and for further particulars, apply to Mr. BATLY, solicitor, Commercial-road, Plymouth.—Dated Plymouth, September 6, 1858.

GLOUCESTERSHIRE.

TO CAPITALISTS, PUBLIC COMPANIES, COAL MERCHANTS, AND OTHERS.

VALUABLE AND MOST IMPORTANT COLLIERIES AND MINERAL PROPERTIES, SITUATE IN THE PARISHES OF EAST DEAN AND WEST DEAN.

MESSRS. ENGALL AND SANDERS beg to announce that they have been favoured with instructions from the mortgagees, under an absolute power of sale, to arrange for PUBLIC COMPETITION, on Tuesday, the 12th day of October, 1858, at the Commercial Sale Room, Corn-street, Bristol, at One o'clock precisely.

LOT 1.—All those very excellent gales of coal, respectively known as—

"THE LYDBROOK DEEP LEVEL," "BIRCHEN GROVE," AND "THE PLUDS" COLLIERIES,

Containing together 340 acres, all most eligibly situate near Lydbrook and Ruardean, the most populous and thriving locality in the Forest of Dean. These properties, which adjoin each other, are crossed by the Severn and Wye tramway, which connects them with the River Wye navigation and Bullo Pill branch of the South Wales Railway at Churchway. The Hereford, Ross, and Monmouth turnpike road is within a short distance; and the iron, wire, and tin-plate works at Lydbrook are in the immediate vicinity. The whole can be worked by means of levels, and contain the celebrated COLEFORD HILL DELF VEIN OF COAL, and other seams, which is estimated to yield TWO AND A QUARTER MILLION TONS OF COAL.

LOT 2.—All that most important and valuable coal property, known as—

THE EMPEROR COLLIERY,

Containing a surface area of 356 acres. The Forest of Dean Central Railway passes in close proximity to the south-west boundary, and the other side of the property is adjacent to Bullo Pill branch of the South Wales Railway.

LOT 3.—That very valuable gale of coal, known as—

THE EXTENSION COLLIERY,

Containing 190 acres, and ONE MILLION TONS OF COAL, eligibly situate at Cinderford Bridge station. These gales are held under trifling sleeping rents from the Crown, or royalties of 1d. or 1½d. per ton of coals. They contain an aggregate area of 890 acres, and on the moderate computation will yield SIX MILLION TONS OF COAL.

Particulars, with plans and conditions of sale, may be had on application at the Bull Hotel, Gloucester; Victoria, Newnham; *Midland Counties Herald* office, Birmingham; *Mercury* office, Liverpool; at the place of sale; of Messrs. MINSHALL and SANDERS, solicitors, Bromsgrove; or at the offices of Messrs. ENGALL and SANDERS, auctioneers, valuers, estate and house agents, surveyors, &c., No. 98, High-street, Cheltenham.

SALE OF NEW AND VALUABLE HIGH-PRESSURE HORIZONTAL STEAM-ENGINES,

TO CORNISH AND OTHER MINERS, MANUFACTURERS, CONTRACTORS, EXPORTERS, AND OTHERS.

MESSRS. PAGE AND CAMERON have received instructions to SELL, BY AUCTION, at the Goods Station of the London and North-Western Railway, Camden Town, London, on Thursday, Oct. 7, a truly valuable lot of new HIGH-PRESSURE and HORIZONTAL STEAM-ENGINES, by first-class makers, direct from the workshops of the proprietors, comprising—

ONE of 50 horse power, 24 in. bore of cylinder, with equilibrium valves.
TWO of 38 horse power, 20 in. bore of cylinder, with equilibrium valves.
TWO of 28 horse power, 17 in. bore of cylinder, with slide valves.
ONE of 24 horse power, 16 in. bore of cylinder, with slide valve.
ONE of 19 horse power, 14 in. bore of cylinder, with slide valves.
TWO of 14 horse power, 12 in. bore of cylinder, with slide valves.
And ONE of 10 horse power, 10 in. bore of cylinder, with slide valve.

The whole of the engines are bright, mounted on strong massive foundation plates, fitted with the best wrought scrap iron shafts and cross heads, and although specially made for mining purposes are equally well adapted for manufacturing or any other purpose to which an engine may be applied.

May be viewed on and after the 25th September, and any further information, and catalogues had of Messrs. PAGE and CAMERON, auctioneers and surveyors, 64, Old Broad-street, London, E.C., and St. Alban's, Herts.

FOR SALE, BY PRIVATE CONTRACT, the HOLYFORD MINES, CAPPAWHITE, TIPPERARY.—These mines are held under leases for an unexpired term of 49 years, at a royalty of 1-15th. The plant and materials comprise PUMPING and DRAWING STEAM-ENGINES AND MACHINERY, railway and dressing-floors, large WATER-WHEEL, with crushing and stamping machinery, and abundant supply of water for all purposes. Agents' houses, labourers' cottages, and all requisites for mining on an extensive scale. The mine has returned large profits, and is still yielding considerable quantities of ore. But an outlay for opening new ground is needed, which the present adventurers are not in a position to supply, the greater portion of the shares being held by parties residing abroad, and representatives of deceased shareholders.—For further particulars, apply to Captain PASCOE, on the mines; or to Mr. C. HUNT, 16, New Broad-street, London, E.C.

EXTENSIVE IRON-WORKS IN SCOTLAND FOR SALE.

UPSET PRICE REDUCED TO £22,500.

THERE WILL BE EXPOSED TO PUBLIC SALE, within the Faculty Hall, St. George's-place, Glasgow, on Wednesday, the 22d day of Sept., 1858, at Two o'clock afternoon, the extensive and valuable IRON-WORKS, known formerly as the Nitthsdale Iron-Works, and now as the NEW CUMNOCK IRON-WORKS, situated in Ayrshire, and within two miles of the New Cumnock station of the Glasgow and South-Western Railway, with which they are connected by a branch line, and consisting of THREE BLAST FURNACES, lately erected, upon the most improved principles; TWO BLOWING ENGINES, condensing and working expansively, with steam cylinders 45 in. diameter, and blowing cylinders 100 in. diameter, 9 ft. stroke, capable of blowing seven furnaces; and the requisite other PLANT and MACHINERY for carrying on the works on a large scale; and with WORKSHOPS, a FOUNDRY, COUNTING HOUSE, DWELLING HOUSES for MANAGER and AGENTS, WORKMEN'S HOUSES, &c.

The furnaces and all the buildings are erected on feued ground, of which there are about 30 acres. There is an abundant supply of ironstone, coal, and other minerals in the immediate neighbourhood of the works, and it is thought that leases of these could be arranged with the proprietors on favourable terms for a purchaser. The Glasgow and South-Western Railway affords ready and cheap means of transit to the various shipping ports in the Firth of Clyde, as well as to Glasgow on the north and England on the south. Immediate entry can be given.

For further particulars, apply to the liquidators of the Western Bank of Scotland, Glasgow; HAMILTON ROSE, writer in Cumnock, Ayrshire; WALTER MACKENZIE, accountant in Glasgow; JAMES ALLAN, writer, Glasgow; or to BANNATYNES AND KIRKWOOD, writers, Glasgow, in whose hands are the title deeds and articles of roup. WILLIAM MCCRAE, residing at the Bank Cottages, near the works, will show the works.

NEW ZEALAND.

FOR SALE, BY PRIVATE CONTRACT, THE ISLAND OF KAWAU,

Affording an opportunity to the monied speculator rarely met with.

Kawau, which contains about 5000 acres, is of freehold tenure, and situated on the east coast of the Northern Island of New Zealand. It is distant some 30 miles to the northward of Auckland (the capital) and two miles from the mainland, and forms one of the principal leading points for vessels entering the Houraki Gulf, or Frith of the Thames.

The strait between it and the main land affords safe anchorage and favourable navigation for boats and small vessels, and the extensive natural harbour of Bon Accord, which runs about two miles into the centre of the island, is of sufficient depth and safety to shelter a considerable fleet of vessels.

The island contains copper, and mining was formerly carried on to a considerable extent.

There are numerous bays and inlets in the island, surrounded with luxuriant vegetation, supporting a large number of wild and tame cattle.

Further particulars may be had, and offers in writing will be received, at the offices of the North British Australasian Company (Limited), to whom the property belongs.

A royalty will be reserved on all minerals which may be found on the property.

By order, DAVID BUDGE, Sec.

27, New Broad-street, London, E.C., September 16, 1858.

PAIR of magnificent new WINDING ENGINES TO BE SOLD, under peculiar circumstances. These engines are coupled to work at right angles. The cylinders are 25 in.; stroke, 4 ft. The cranks, crank shaft (10 in. necks and 12 in. diameter body), cross heads, and connecting rods, are of the best forgotted wrought-iron. The valves are on the equilibrium plan, and have direct action to the valve spindle, and with the expansion link, the reversing handle works in a quadrant notched to fix it at various points of expansion in both gears. The whole of the working surfaces and eyes are steeled, and the pins made of steel. The cylinder ends are fitted with long glands to carry the piston in a rod working through both ends, and the glands are bushed with brass. The fly-wheel, 12 ft. diameter, is fitted with elm wood segments, 4 in. thick and 11 in. wide, firmly bolted to the rim, upon which is a good brake, arranged to act from the foot of the engineman as he stands at the starting handle.

For price and particulars, apply to WHEATLEY KIRK, engineering agent, auctioneer, and valuer, Cross-street Chambers, Manchester.

N.B.—A double-acting donkey engine is supplied for filling the boilers.

FOR SALE, OR HIRE, TWO 12-in. WINDING and PUMPING ENGINES, ONE 9-in. PUMPING ENGINE, on strong wood frames for portability. BOILER with fittings, 4 tons (nearly new). Also, a 20 fms. 7-in. DRAWING LIFT complete, at 6s. 3d. per cwt.—Apply to J. S. PHILLIPS, Engineer, &c., Marazion.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with a 10 tons boiler, nearly new, in excellent condition, and drawing machine attached. As this engine is very superior in make and condition, parties requiring one will do well to examine it.—Apply to Mr. C. WESCOMB, 21, Southernhay, Exeter.

STEAM-ENGINES AND WATER-WHEEL, &c., FOR SALE.—A 32 in. cylinder CONDENSING PUMPING ENGINE, 9½ ft. stroke, cylinder quite new, with cylinder case; boiler 11 tons, and outfit complete.

A 14 in. cylinder HORIZONTAL DOUBLE CONDENSING PUMPING ENGINE, 5 ft. stroke, with a 5 ton boiler complete.

A 11¼ in. cylinder HIGH-PRESSURE TABLE ENGINE, with metallic piston, wrought-iron fly-wheel shaft, and 11 ft. diameter fly-wheel.

A WATER-WHEEL, 35 ft. diameter, 3½ ft. breast, oak axle and rings, two cranks, saddles and brasses; one 13 in. doorpiece, one 13 in. working barrel, one 11 in. ditto, various pumps and windbores. Also, a good balance-bob and shaft bob.

The above machinery is in very good condition, and will be sold cheap.—For further particulars, apply to Mr. W. B. HARVEY, Tavistock, Devon.

TO BE SOLD, BY PRIVATE TREATY, THE UNEXPIRED TERM of LEASE of certain extensive and valuable LEAD MINES, situated between the town of Newtownards and Bangor, in the county of Down, Ireland, and called the NEWTOWNARDS MINES; together with the MACHINERY, TOOLS, IMPLEMENTS, STORES, and MATERIALS, thereto belonging; including FIVE STEAM-ENGINES, EXCELLENT CRUSHING MILLS, and every requisite convenience for carrying on an extensive business. These mines have already yielded in profits £85,000 and upwards, and are still working at a profit. It is now requisite to open out new ground, of which there is a large extent unexplored; from the nature of the Deed of Association, the directors are unable to make calls upon the shareholders, and it has been determined to dispose of the mine.

The LEASE, which comprises the whole townland of White Spots, is held for the life of a healthy young man, 19 years of age, together with an unexpired term of six years from the 1st November last. The works are conveniently situated within a few miles from the port of Bangor, where the mining company have a store.

A few spirited adventurers, willing to embark a moderate capital, will find this a most favourable opportunity, offering fair and reasonable prospects of success.

Terms and particulars may be known upon application to W. BECKWITH, Esq., Douglas, Isle of Man; or Mr. H. B. NOBLE, Secretary of the Newtownards Mining Company, Douglas.—April 7, 1858.

MINE TO LET.—HEMERDON CONSOLS, DEVON, within six miles of Plymouth, and two of the Plympton station South Devon Railway.—For particulars, apply to W. J. WOOLLCOMBE, solicitor, 13, Princess-square, Plymouth.

N.B.—The valuable engine and machinery on the above mine being advertised for sale on the 24th inst., the taker of a sett will have the opportunity of purchasing the same in place.—Dated Plymouth, September 9, 1858.

TO CAPITALISTS.—TO BE LET, the ROYALTIES of a highly MINERALISED PROPERTY in the county Donegal, containing about 2000 acres. The estate makes boundary with a very productive Silver-Lead Mine, the lodes of which pass through the extent. Terms most liberal.—Apply to Messrs. PARROTT and Co., 3, Dame-street, Dublin.

BRYNTAIL COAL TO BE LET.—This vein of coal is 4 feet in thickness. It is the Red Ash coal vein, well known in the market under the name of the Mynydhysloyne Maes Mawr, Lantwit, and Gellygaer vein. The pit where it has been discovered and proved to exist in abundance is 7 fms. only, through shale, fire-clay, and ironstone, rising at a very small angle to the north-east and north-west. The level to this pit will be about 50 yards in length, through the coal, from the surface. The extent of the coal field workable through this level is about 700 acres. The distance from the Glamorganshire Canal is less than half a mile; from the port of Cardiff, eleven miles; and from the Treforest station on the Taff Vale Railway, one mile. Mr. W. H. Harrison, the well-known mineral engineer, estimates the total cost of working out 100 tons of coal daily to the market, within nine months from the time the works will be commenced, at £1334.

All the other sublying measures of coal, ironstone, fire-clay, and limestone, in the South Wales mineral formations, are workable by level from a lower elevation, from the same estate, where there is an excellent situation to erect blast furnaces.

Further particulars as to terms of letting may be known on application to JOHN GRIFFITHS TREMERRY, Esq., 1, Nicholas-street, Bristol; Messrs. THOMAS WHITE and SONS, 11, Bedford-row, W.C., London; and Dr. WILLIAM PRICE, of Craigalfs, Glamorganshire.

MINERALS TO BE LET IN THE COUNTY OF NORTHUMBERLAND.

TO BE LET, for such a term of years as may be agreed on, the IRONSTONE, COAL, and MINERALS on the STEEL ESTATE, and part of BROOMHOPE ESTATE, adjoining thereto, situate near Bellingham, in the parish of Birtley, and extending over 800 acres or thereabouts. The ironstone has been proved of very considerable extent and richness, and the estate also contains coal, limestone, and fire-clay. The Border Counties Railway, now in course of formation, and which joins the Newcastle and Carlisle Railway at Hexham, will, when completed to Bellingham, form an easy means of communication with this mineral field, and afford great facilities of transit, being only about two miles from the Steel Estate, from whence a branch line could be easily made.

For further particulars, apply to Mr. GEORGE BOLAM, Westgate-street, Newcastle-upon-Tyne. Mr. JOHN DAVISON, the tenant at the Steel, will show the estates.

Newcastle-upon-Tyne, September 9, 1858.

TO LET, the COAL, IRONSTONE, and FIRE-CLAY, under lands in the GWENDRAETH VALLEY, SOUTH WALES, belonging to Lieut.-Colonel S. Cowell Stepney, consisting of SEVENTEEN SEAMS OF COAL, varying in thickness from 2 to 9 ft.; numerous SEAMS of IRONSTONE, with ONE SEAM of BLACKBAND, about 16 in. thick.

The Gwendraeth Canal passes through the property, and leads to the South Wales Railway, as well as to the ports of Kidwelly and Pembrey; the latter port being about eight miles distant, and having a floating dock capable of accommodating vessels of 500 tons and upwards.—For further particulars and to treat, apply to CHARLES BERKELEY, Esq., solicitor, 52, Lincoln's Inn-fields, London; or to WILLIAM ROSSER, Esq., mining engineer, Llanelly, South Wales.

UNITED STATES OF AMERICA.—DUPEE, BECK, and SAYLES, BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE of STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING, and BANK SHARES, give particular attention to the MINING COMPANIES OF LAKE SUPERIOR, and furnish reliable information concerning them.

[DUPEE, BECK, and SAYLES refer to the Editor of the *Mining Journal*.]

NOTICE TO RAILWAY AND STEAM-BOAT TRAVELLERS.—ANDERTON'S HOTEL, 162, 164, 165, FLEET STREET. BREAKFAST, with joint, 1s. 6d. BEDS, 10s. 6d. per week. DINNERS from Twelve to eight o'clock; joint and vegetable, 1s. 6d.; with soup or fish, 2s. TURTLE SOUP AND VENISON DAILY. TABLE D'HOTE at Half-past one and Half-past five, at Two Shillings each. A night porter in attendance

FURNACES IN SCOTLAND, IRELAND, ENGLAND, AND ELSEWHERE [LAND or MARINE], MADE to PREVENT SMOKE and ECONOMISE COAL, &c., by the PATENT REGULATING AIR-DOORS, delivered in London at £12 12s. each. ENTIRE COST COVERED BY SAVING OF FUEL IN A FEW MONTHS. The patentee will feel much obliged for information of any infringement of his right, by fraudulent imitation or otherwise.
J. LEE STEVENS, 1, Fish-street-hill, London, E.C.

OVERLAND ROUTE.—WEEKLY COMMUNICATION BY STEAM TO INDIA, &c., VIA EGYPT.
The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the MEDITERRANEAN, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and MANILLA, by their steamers leaving Southampton on the 4th and 20th of every month; and for the MEDITERRANEAN, EGYPT, ADEN, and BOMBAY, by their packets leaving Southampton about the 11th and 27th of the month.
For further particulars, apply at the company's offices, No. 122, Leadenhall-street; and at Oriental-place, Southampton.

GOLD DISCOVERIES.—SHORTEST ROUTE TO VANCOUVER'S ISLAND AND NEW COLUMBIA, VIA PANAMA.
PASSENGERS proceeding to NEW COLUMBIA can be BOOKED to COLON, ISTHMUS OF PANAMA, by the steamers of the ROYAL MAIL STEAM PACKET COMPANY, under contract with Her Majesty's Government, which leave Southampton on the 2d and 17th of each month.
Trains run daily across the Isthmus of Panama, and the vessels of the Pacific Mail Steam Ship Company regularly leave Panama for the North Pacific.
For further information, and for rates of passage and freight, apply to Captain W. VINCENT, superintendent of the company, Southampton; or to the undersigned, 19, Moorgate-street, E.C., London. R. T. REEP, Sec.

STEAM UNDER SIXTY DAYS ECLIPSED.
The MARCO POLO of this line sailed with the steam-ship ROYAL CHARTER from Melbourne, and arrived in Liverpool eight days before her.
PASSAGE MONEY £14 AND UPWARDS.
BLACK BALL LINE BRITISH AND AUSTRALIAN
EX-ROYAL MAIL PACKETS.
Appointed to Sail from LIVERPOOL on the 5th of each Month
FOR MELBOURNE,
Forwarding Passengers by Steam to various Ports in AUSTRALIA AND TASMANIA.

Ship.	Register.	Burthen.	Captain.	Date.
GREYHOUND	1410	4000	DAVIES	5th October.
OCEAN CHIEF	1092	3000	BROWN	5th November.
LIGHTNING	2090	4500	BYRNE	5th December.
MARCO POLO	1625	3500	CLARKE	5th January.
DONALD McKAY	2604	5000	TOBIN	5th February.
BRITISH TRIDENT	1555	3000	O'NEILL	5th March.

The above line is composed of the LARGEST, the FINEST, and FASTEST MERCHANT SHIPS in the WORLD, and have been built by the most celebrated builders of the day, including M'Kay, of Boston. They are commanded by men who have already rendered themselves famous, and their equipments and accommodations are unequalled by any line of ships afloat.
The Black Ball Line has had the distinguished honour of a visit from Her Majesty the Queen, who was most graciously pleased to say that she had no idea there were such magnificent ships in her merchant navy.
Freight and passage, apply to the owners, JAMES BAINES and Co., Liverpool; or to C. M. MACKAY and Co., 2, Moorgate-street, London, E.C.

PASSAGE MONEY £14 AND UPWARDS.
WHITE STAR LINE OF BRITISH AND AUSTRALIAN
EX-ROYAL MAIL PACKETS.
SAILING BETWEEN
LIVERPOOL AND MELBOURNE, on the 20th and 27th of every month, and forwarding Passengers by Steamers at through rates to ALL PARTS OF AUSTRALIA.
To the consignment of H. T. Wilson and Co., Melbourne.

Ship.	Captain.	Register.	Burthen.	To sail.
MERMAID	J. WHITE	1320	4500	Sept. 20.
TASMANIA	NOURSE	1198	4000	Sept. 27.
SHALIMAR	J. R. BROWN	1432	4500	Oct. 20.
RED JACKET	M. H. O'HALLORAN	2460	5000	—
WHITE STAR	T. C. C. KERR	2360	5000	—

The famous clipper ship *Mermaid*, Capt. James White, late chief officer of the *White Star*, will be dispatched as the packet of the 20th September, with mails, cargo, and passengers. She has made some of the quickest passages on record, and has sailed the extraordinary distance of 3740 geographical miles in 13 successive days. Her outward passages have been made in 72, 75, and 77 days, and from Melbourne to Liverpool in 75 and 77 days. Her saloons are handsome, and elegantly furnished.
The magnificent packet ship *Tasmania* is remarkably fast, and is now on her second voyage in this line. Her saloons are spacious, and handsomely furnished. Bed, bedding, and necessaries for saloon passengers in all the ships.
Passengers embark on the 20th and 27th of September.
For freight or passage, apply to the owners, H. T. WILSON and CHAMBERS, 21, Waterstreet, Liverpool.

AUSTRALIA.—WHITE STAR CLIPPERS.—The celebrated ex-royal mail clipper ship, *Shalimar*, Captain Brown, 1456 tons register, 4750 tons burthen, will be dispatched from Liverpool to Melbourne as the packet of the 20th October, sailing punctually at noon of that day. This noble vessel carried Her Majesty's Royal Mails, under contract, three successive voyages, during which she performed some of the most marvellous sailing feats on record; her first passage was made from Liverpool to Australia (cape Northumberland) in 67 days, from Melbourne to Liverpool in 75 days, and from Liverpool to Melbourne in 75 days. She has made four voyages round the world in two years and eight months, and has sailed the extraordinary distance of 420 miles in one day, a feat never equalled by the fastest steamers afloat. Her saloons, like those of the *Red Jacket*, *White Star*, and other clippers of this line, are handsomely furnished, and supplied with piano, library, bedding, linen, and all necessaries; a cow for saloon passengers. The second cabin in the poop is an elegant and airy apartment; and the between-decks are lofty and thoroughly ventilated. Passengers must embark on the 19th without fail.—For freight or passage, apply to the owners, H. T. WILSON and CHAMBERS, 21, Waterstreet, Liverpool.

STEAM PUMPS, FOR LAND AND MARINE PURPOSES, SINGLE or DOUBLE ACTING; sizes from 2½ to 12 in. diameter, and from 4 to 18 in. stroke; by JOHN CAMERON. Used for feeding boilers, raising water (for reservoirs, tanks, irrigation, &c.), turning power, or as a steam fire engine.
Works, Egerton-street, Hulme, Manchester.

GOLD GETTING MACHINERY FOR LARGE OR SMALL QUANTITIES.—STAMPS (DRY) for REDUCING ORES or QUARTZ to FINE FLOUR for AMALGAMATION. AMALGAMATORS, RETORTS, PUMPS, and everything for MINING PURPOSES, to be seen at work at J. WALKER'S, 17, Cowper-street, City-road.

BRICKS.—Messrs. OATES AND INGRAM inform brick makers on an extensive scale that their PATENT SOLID BRICK MACHINE is now THOROUGHLY and EFFICIENTLY TESTED, and are prepared to OFFER the following counties to the trade, in districts, either by ROYALTY or PURCHASE:—Middlesex, Surrey, Sussex, Essex, Kent, Norfolk, Suffolk, Cambridge, Oxford, Gloucester, Hertford, Berks, Bucks, Huntingdon, Devon, Cornwall, Dorset, Wilts, Hants, and Isle of Wight.
With this PATENT MACHINE the ordinary surface clay requires no preparation whatever, whilst that of a rocky nature has merely to be passed through rollers in the usual way, AND THENCE, WITHOUT ANY TEMPERING, INTO THE MACHINE, FROM WHICH THE BRICKS ARE REMOVED DIRECT TO THE KILN IN A STATE READY FOR BURNING.
The MACHINE is now making UPWARDS OF THIRTY BRICKS PER MINUTE at the works of Messrs. KIRK and PARRY, Government contractors, Fort Elson, near Gosport; and also at the Patent Solid Brick Works of T. WELLS INGRAM, Oldbury, near Birmingham.
Application for orders to see the machine in operation to be made to Messrs. OATES and INGRAM, Bradford-street, Birmingham. Samples of clay may be sent and passed through the machine, and the bricks burnt, or a sample brick will be sent to any party wishing to see one.

PATENT LEVER BREAK, FOR RAILWAY WAGONS, doing away with the objectionable break rack. Can be APPLIED to EXISTING STOCK at a TRIFLING EXPENSE. Royalty moderate. Models can be seen at 34, Great George-street, Westminster; and the breaks in action at the works of the Railway Carriage Company; at the Peterboro' Station, on the Eastern Counties Railway; the Rugby Station, London and North-Western Railway; the Cardiff Docks Station, Taff Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications are requested to be sent.

MESSRS. McNICOLL AND VERNON'S PATENT STEAM TRAVELLING CRANE.
This machine will be found invaluable at the GOODS DEPOTS of RAILWAYS, in the ERECTION of LARGE BUILDINGS, VIADUCTS, BRIDGES, &c., in IRON FOUNDRIES, STONEMASONS' YARDS, QUARRIES, SAW-MILLS, TIMBER YARDS, or in any place where the hoisting, piling, and conveying of heavy weights is necessary. ONE of them will do MORE WORK with two men than TWO ORDINARY TRAVELLING CRANES with five men each. Any ORDINARY TRAVELLING CRANE can be ALTERED to the PATENT PLAN.
The following are some of the parties who have used the cranes, viz.:—

Executors of the late Messrs. Samuel Ellis & Co., Ironfounders, Manchester	1 crane.
The Hull Dock Company	1 ,,
Messrs. Joseph Whitworth and Co., Tool Makers, Manchester	1 ,,
Messrs. Joseph Dowson and Co., Saw-Mill Proprietors, Lambeth	1 ,,
John Jay, Esq., Contractor, London	1 ,,
Messrs. Peto, Brassey, and Betts, Contractors, London	6 ,,
Messrs. John McNicoll and Co., Saw-Mill Proprietors, Liverpool	4 ,,

Applications for licenses and for estimates to be made to Mr. JOHN VERNON, Engineer and Iron Shipbuilder, Brunswick Dock, Liverpool.

ASSAY OFFICE AND LABORATORIES, DUNNING'S ALLEY, BISHOPSGATE STEET WITHOUT, LONDON.
Conducted by JOHN MITCHELL, F.C.S., Author of *Manual of Practical Assaying*, Metallurgical Papers, &c.
Assays and Analyses of every description performed as usual. Special Instruction in Assaying and Analysis. Consultations in every branch of Metallurgical and Manufacturing Chemistry. Assistance rendered to intending Patentees, &c.
For amount of fees, apply to the office, as above.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.
The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 166, Strand.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO.
MIDLAND WORKS, BIRMINGHAM.
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS.
IN STOCK—FOR SALE OR HIRE.

THE RAILWAY CARRIAGE COMPANY,
OLDBURY, NEAR BIRMINGHAM.
MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.
NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK FOR SALE OR HIRE.
LONDON OFFICES,—34, GREAT GEORGE STREET, WESTMINSTER.

TO RAILWAY WAGON BUILDERS, ENGINEERS, RAILWAY COMPANIES, &c.—The undersigned are prepared to EXECUTE ORDERS for RAILWAY WAGON TYRES, of excellent quality, at a moderate price.—MATHER, LEDWARD, and Co., Iron merchants, Liverpool.

THE BIRMINGHAM WAGON COMPANY (LIMITED) HAS RAILWAY WAGONS FOR HIRE.
Apply to the SECRETARY, 3, Newhall-street, Birmingham.

JOHN ROGERSON AND CO., NEWCASTLE-ON-TYNE, AND MIDDLESBRO'-ON-TEES.
PIG, BAR, PLATE IRON, CHAINS, ANCHORS, FORGINGS, GIRDERS, PIPES, FOUNDRY WORK.
LONGRIDGE'S WEST HARTLEY STEAM COALS (on the Admiralty List).
COKING, GAS, HOUSE, AND SMITHS' COALS, COKE, FIRE-BRICKS, &c.

JOHN H. PECK, MANUFACTURER OF RAILWAY OIL COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS, BOAT SHEETS, TARPAULIN, BRATTICE CLOTH, COKE AND CORN SACKS, POTATO BAGS, TWINE, &c., WIGAN.
LONDON AGENT.—T. E. WELLER, 15, Duke-street, Adelphi.

MORRIES STIRLING'S PATENT CAST AND MALLEABLE IRON.—The TOUGHENED CAST-IRON, for GIRDERS, SHAFTINGS, ROLLS, PINIONS, RAILWAY WAGON WHEELS, ENGINE CYLINDERS, HYDRAULIC CYLINDERS, and for all purposes where a strong, dense iron is required, CAN BE PROCURED of the following brands:—

DUNDYVAN.	HORSLEY COMPANY.
FORTH COMPANY.	LLOYDS, FOSTER, AND Co.
RUSSELL'S HALL, &c.	

RAILS OF (OR SURFACED WITH) PATENT HARDENED IRON, CAN BE ORDERED direct from the following WORKS:—

PARKGATE.	LOSH, WILSON, AND BELL.
LLOYDS, FOSTER, AND Co.	EBBW VALE.
CWM CELYN AND BLAINA.	TREDEGAR.
HAWKS, CRAWSHAY, AND Co.	DUNDYVAN.
MORELAND.	

For durability, these rails have never been surpassed. They wear out several sets of ordinary rails, and do not laminate.
Full information, and terms for use of patent right, can be obtained of Messrs. CONNELL and HOPE, 3, Princes-street, Westminster; and of Mr. S. THORNTON, Bradford-street, Birmingham. Mr. THORNTON also receives orders for Mr. MORRIES STIRLING'S Patent Iron and Rails.

CALVERT'S PATENT PROCESS FOR MAKING COKE AND IRON FREE FROM SULPHUR.
For LICENSES to USE the above process, apply to ROBERT LONGDON, Jun., 63, Kingstreet, Manchester.
For APPLICATION of the PATENT to GAS WORKS, apply to Mr. GEORGE THICKETT, Exchange Chambers, Manchester.

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Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (cop.), Phillack* [S.E.]	£2 11 10	£ 10¼ .. 10	10½	£19 3 0 .. £0 4 0	—Aug. 15, 1858.
1624	Balleswiddden (tin), St. Just	11 5 0	5		12 5 0 .. 0 5 0	—Jan. 1, 1854.
10000	Bampfylde (copper), Devon	0 12 6	1½		0 0 7½ .. 0 0 7½	May 12, 1858.
4000	Bedford United (copper), Tavistock†	2 5 8	6		10 3 0 .. 0 4 0	June 18, 1858.
240	Boscean (tin), St. Just	20 10 0	65		21 0 0 .. 3 0 0	—Sept. 4, 1857.
200	Botallack (tin, copper), St. Just*	91 5 0	170		425 15 0 .. 2 10 0	—Aug. 17, 1858.
1200	Brightside and Frogpatt Grove, Derbyshire	3 0 0	3½		3 0 0 .. 3 0 0	—April 30, 1856.
100	Brynford Hall (lead), Flintshire	25 0 0	50		13 0 0 .. 5 0 0	—July 31, 1856.
1000	Bryntail, Llanidloes, Montgomeryshire	7 15 0	15½ .. 2½ 3		0 5 0 .. 0 5 0	—July 1, 1856.
390	Budnick Consols (tin), Perran	2 2 6	4½		0 10 0 .. 0 10 0	—March 26, 1857.
6000	Bwlch (silver-lead), Cardiganshire	3 5 6	1¼		0 2 6 .. 0 2 6	—July 30, 1856.
4096	Calstock Consols (copper)	5 0 0	5½		0 2 6 .. 0 2 6	—Dec. 23, 1857.
1000	Carn Brea (copper, tin), Illogan	15 0 0	55 .. 52 55		243 10 0 .. 2 0 0	—Aug. 5, 1858.
2048	Carnyorth (tin), St. Just	4 10 0	4½		0 15 0 .. 3 0 0	—June 16, 1856.
200	Cefn Cwm Brwyno (lead), Cardiganshire	33 0 0	43		5 0 0 .. 2 0 0	—March 25, 1858.
2000	Collacombe (copper), Lamerton	5 0 0	12½		2 5 0 .. 0 8 0	—Dec. 2, 1857.
256	Condurrow (copper, tin), Camborne [S.E.]	20 0 0	40 .. 55 60		85 0 0 .. 2 0 0	—June 10, 1857.
12000	Copper Miners of England	25 0 0	27		7½ per cent.	— Half-yearly.
300000	Ditto ditto (stock)	100 0 0	30		1 per cent.	— Half-yearly.
1055	Craddock Moor (copper), St. Cleer	8 0 0	34 .. 34 35		1 19 0 .. 0 5 0	—Sept. 10, 1858.
20000	Craven Moor, Limited (lead), Yorkshire	0 10 0	¾		0 0 9 .. 0 0 9	—Feb. 28, 1856.
128	Cwmystwith (lead), Cardiganshire*	60 0 0	250		140 0 0 .. 15 0 0	—Aug. 19, 1858.
280	Derwent Mines (silver-lead), Durham	300 0 0	150		122 0 0 .. 10 0 0	—June 25, 1857.
4076	Devon and Cornwall (copper)	4 6 3	9		0 7 6 .. 0 2 6	—April 20, 1858.
1024	Devon Great Consols (cop.), Tavistock* [S.E.]	1 0 0	465 .. 455 465		625 0 0 .. 8 0 0	—July 23, 1858.
672	Ding Dong (tin), Gulval†	35 5 0	12½		16 7 6 .. 1 10 0	—March 2, 1857.
179	Dolcoath (copper, tin), Camborne*	257 15 0	270		967 0 0 .. 7 0 0	—Aug. 9, 1858.
12300	Drake Walls (tin, copper), Calstock	2 1 0	1¾		0 13 6 .. 0 2 0	—Sept. 11, 1857.
300	East Daren (lead), Cardiganshire*	32 0 0	110		48 0 0 .. 3 0 0	—Aug. 12, 1858.
2048	East Falmouth (copper), Gwennap	2 0 0	3		0 7 6 .. 0 2 6	—Jan. 25, 1858.
128	East Pool (tin, copper), Pool, Illogan*	24 5 0	175		305 0 0 .. 2 10 0	—Aug. 30, 1858.
1024	East Wheal Margaret (tin, copper)	7 17 6	2		0 5 0 .. 0 5 0	—Jan. 11, 1854.
5700	Exmouth (silver-lead), Christow	4 14 0	8		3 15 0 .. 0 2 6	—April 27, 1858.
1400	Eyam Mining Company (lead), Derbyshire	5 0 0	38		18 13 4 .. 1 0 0	—Aug. 26, 1858.
4940	Fowey Consols (copper), Tywardreath	4 0 0	3½		41 4 3 .. 0 6 0	—Feb. 17, 1857.
4448	General Mining Co. for Ireland (cop., lead)	4 0 0	1¾		1 0 8 .. 0 3 3	—June 5, 1853.
2000	Goginan (silver-lead), Cardiganshire	12 5 0	2½		22 0 0 .. 0 5 0	—Sept. 5, 1850.
1024	Gonamena (copper), St. Cleer	14 5 0	12		0 7 6 .. 0 7 6	—Dec. 21, 1852.
243	Grambler and St. Aubyn (copper)	109 10 0	138xd .. 132½ 137½		14 0 0 .. 2 0 0	—Sept. 7, 1858.
6000	Great South Tolgus [S.E.] Redruth	0 14 6	15½ .. 14½ 15		2 12 6 .. 0 6 0	—Aug. 19, 1858.
26666	Great Wheal Vor (tin, copper), Helston [S.E.]	8 7 6	5		0 5 0 .. 0 5 0	—Oct. 22, 1855.
119	Great Work (tin), Germoe	100 0 0	110		221 10 0 .. 7 10 0	—Feb. 27, 1857.
1024	Herodsfoot (lead), near Liskeard	8 10 0	7 .. 6½ 7		4 7 6 .. 0 12 6	—June 11, 1858.
6000	Hingston Down Consols (copper), Calstock	3 12 6	3½		2 16 0 .. 0 2 6	—Nov. 25, 1856.
2000	Holyford (copper), near Tipperary	11 0 0	8½		4 2 6 .. 0 5 0	—Jan. 28, 1857.
2560	Isle of Man, Limited (lead)†	25 0 0	42		58 8 3 .. 1 0 0	—June 22, 1858.
20	Laxey Mining Company, Isle of Man	100 0 0	1000		1420 0 0 .. 50 0 0	—June 30, 1857.
160	Levant (copper, tin), St. Just	2 10 0	120		1071 0 0 .. 5 0 0	—Aug. 17, 1858.
5000	Lewis Mines (tin, copper), St. Erth	6 1 11	2		0 10 0 .. 0 10 0	—Dec. 20, 1855.
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0	100		315 10 0 .. 2 0 0	—Aug. 5, 1858.
6000	Marke Valley (copper), Caradon	4 10 6	2¼		0 5 6 .. 0 3 0	—Sept. 7, 1855.
5000	Mendip Hills (lead), Somerset	3 15 0	1¾		1 13 6 .. 0 6 0	—May 31, 1858.
5000	Merllyn (lead), Flint	3 2 6	⅞		1 11 0 .. 0 2 6	—June 22, 1853.
1800	Minera Mines, Limited (lead), Wrexham	25 0 0	100		30 2 6 .. 3 0 0	—May 8, 1858.
20000	Mining Company of Ireland (cop., lead, coal)	7 0 0	14½		13 13 4 .. 0 5 7	—July 1, 1858.
5000	Nantees and Penrhiw, Limited (£2½ shares)	2 3 6	1		0 1 6 .. 0 1 6	—April 30, 1855.
470	Newtowncards Mining Company, Co. Down†	50 0 0	35		55 0 0 .. 1 0 0	—July , 1858.
200	North Pool (copper, tin), Pool	40 18 0	10		324 0 0 .. 2 0 0	—Dec. 26, 1854.
700	North Roskear (copper), Camborne	12 0 0	21		750 0 0 .. 4 0 0	—Sept. 26, 1853.
6000	North Wheal Basset (cop., tin), Illogan* [S.E.]	nil.	10	9½ 10	14 12 0 .. 0 5 0	—Aug. 25, 1858.
6400	Par Consols (copper), St. Blazey [S.E.]	1 2 6	17½ .. 17 17¼		32 5 0 .. 0 11 0	—July 6, 1858.
200	Phœnix (copper, tin), Linkinghorne	100 0 0	350		269 10 0 .. 25 0 0	—May 5, 1858.
1000	Polberro (tin), St. Agnes (Preferential)	15 0 0	5		18 11 9 .. 1 0 3	—July 11, 1857.
1772	ditto ditto (Old and ditto)	—	5		1 0 0 .. 0 10 0	—March 2, 1858.
560	Providence Mines (tin), Uny Lelant†	20 13 2	62xd .. 59 61		76 4 6 .. 2 0 0	—Aug. 25, 1858.
2500	Rhoswydol and Bacheiddon (lead)	11 5 0	12		0 16 0 .. 0 3 0	—July 21, 1858.
512	Rosewarne United (copper, tin), Gwinear*	12 0 0	34½ .. 33 35		32 10 0 .. 1 10 0	—June 8, 1857.
15000	Ruardean Colliery Company, Limited	0 5 0	⅛		0 0 10½	0 0 6 —Feb. 4, 1858.
12000	Sortridge Consols (cop.), Whitchurch [S.E.]	0 6 0	1⅛ .. 1 1⅛		0 10 0 .. 0 2 6	—July 27, 1857.
256	South Caradon (copper), St. Cleer* [S.E.]	2 10 0	405½		530 0 0 .. 10 0 0	—July 27, 1858.
128	South Crinnis (copper), St. Austell	19 0 0	285		60 0 0 .. 20 0 0	—June 18, 1855.
512	South Tolgus (copper), Redruth, Cornwall	8 0 0	77½ .. 72½ 75		76 0 0 .. 1 0 0	—Aug. 5, 1858.
496	South Wheal Frances, Illogan* [S.E.]	18 18 9	205 .. 190 200		305 5 0 .. 4 0 0	—Sept. 6, 1858.
1024	Spearne Consols (tin), St. Just, Cornwall	3 12 0	2¼		8 8 6 .. 0 2 6	—Dec. 10, 1853.
280	Spearne Moor (copper), St. Just†	23 7 8	15		4 5 0 .. 0 10 0	—June 13, 1856.
970	St. Aubyn and Gryills (cop., tin), Breage	6 8 4	2½		0 17 6 .. 0 7 3	—April 1, 1852.
0000	St. Day United (tin and copper)	2 0 0	⅛		0 3 6 .. 0 1 0	—Feb. 23, 1858.
476	St. Ives Consols (tin), St. Ives	16 0 0	30		917 10 0 .. 1 10 0	—Aug. 17, 1858.
9600	Tamar Consols (silver-lead), Beeralston [S.E.]	4 10 0	¾ .. 1 1½		4 13 6 .. 0 2 6	—Feb. 7, 1856.
6000	Tincroft (copper, tin), Pool, Illogan [S.E.]	9 0 0	3¾ .. 3¼ 3½		8 18 6 .. 0 5 0	—Sept. 2, 1858.
572	Trelyon Consols (tin), St. Ives	11 10 0	9¼		1 15 0 .. 1 0 0	—Feb. 21, 1854.
120	Trethellan (copper), Gwennap, Cornwall	15 10 0	15		405 13 6 .. 2 10 0	—April 29, 1851.
4096	Trewentha (silver-lead), Menheniot, Cornwall	2 14 0	1 .. 18s. 19s.		1 12 0 .. 0 3 0	—April 2, 1857.
100	Trumpet Consols (tin), near Helston	95 0 0	11		55 0 0 .. 5 0 0	—Dec. 20, 1854.
400	United Mines (copper), Gwennap [S.E.]	40 0 0	85		61 5 0 .. 2 0 0	—Feb. 12, 1856.
20000	Vale of Towy (lead), Carmarthen [S.E.]	0 12 ⊕	1		17s. 6d. 18s. .. 0 5 9	0 1 0 —July 8, 1858.
512	Wendron Consols (tin), Wendron	23 7 8	35		2 0 0 .. 1 0 0	—Sept. 22, 1847.
6000	West Basset (copper), Illogan* [S.E.]	1 10 0	22		14 1 0 .. 0 14 0	—July 28, 1858.
256	West Caradon (copper), Liskeard [S.E.]	20 0 0	95		287 5 0 .. 2 0 0	—May 26, 1858.
512	West Damsel (copper), Gwennap	12 17 0	115		22 0 0 .. 2 0 0	—July 20, 1847.
6400	West Fowey Consols (tin and copper)	7 0 0	8½		0 2 6 .. 0 2 6	—March 5, 1848.
1024	West Providence (tin), St. Erth†	2 11 7	1¼		33 1 9 .. 0 10 0	—April 8, 1847.
400	West Wheal Seton (copper), Camborne*	38 10 0	270 .. 270 280		132 0 0 .. 7 10 0	—Aug. 17, 1858.
6140	Wheal Arthur (copper), Calstock	2 1 0	⅝ .. ¾ ⅞		6 10 0 .. 0 10 0	—Oct. 25, 1855.
240	Wheal Bal (tin), St. Just	15 0 0	18		2 10 0 .. 0 10 0	—May 11, 1858.
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 6	200 .. 190 200		495 10 0 .. 6 0 0	—Aug. 5, 1858.
256	Wheal Buller (copper), Redruth* [S.E.]	5 0 0	180		885 0 0 .. 7 10 0	—July 20, 1858.
1024	Wheal Charlotte, Perranuthnoe	5 3 4	7		1 10 0 .. 0 10 0	—Sept. 9, 1855.
250	Wheal Clifford (copper), Gwennap	—	260		42 0 0 .. 3 0 0	—Oct. 26, 1857.
4096	Wheal Edward (copper), Calstock [S.E.]	5 10 0	3½ .. 3½ 3¾		0 5 0 .. 0 5 0	—March 30, 1858.
128	Wheal Friendship (copper), Devon	50 0 0	90		2385 10 0 .. 10 0 0	—Feb. 11, 1858.
512	Wheal Jane (silver-lead), Kea	3 10 0	20		8 10 0 .. 1 10 0	—Oct. 16, 1857.
5000	Wheal Kitty (tin), St. Agnes	4 10 0	4		0 6 0 .. 0 3 0	—March 24, 1857.
1024	Wheal Kitty (tin), Uny Lelant† [S.E.]	1 7 2	8½ .. 8½ 9		6 0 0 .. 1 0 0	—Sept. 17, 1857.
430	Wheal Lovel (tin), Wendron	33 0 0	5		31 0 0 .. 1 0 0	—Sept. 5, 1856.
448	Wheal Margaret (tin), Uny Lelant	19 15 0	58 .. 56 58		87 10 0 .. 2 10 0	—May 23, 1858.
1024	Wheal Mary Ann (lead), Menheniot† [S.E.]	8 0 0	44½ .. 41½ 42½		38 12 6 .. 2 5 0	—Sept. 14, 1858.
80	Wheal Owles, St. Just, Cornwall	70 0 0	300		225 13 0 .. 5 0 0	—Aug. 20, 1858.
240	Wheal Reeth (tin), Uny Lelant	39 10 0	27½		40 10 0 .. 3 0 0	—Aug. 23, 1852.
198	Wheal Seton (tin, copper), Camborne*	107 0 0	135		286 10 0 .. 2 0 0	—Oct. 12, 1857.
1040	Wheal Trelawny (silver-lead), Liskeard [S.E.]	4 10 0	25½ .. 24 25		33 10 0 .. 1 0 0	—July 26, 1858.
1024	Wheal Tremayne (tin, copper), Gwinear	11 2 6	15⅜		10 2 6 .. 0 7 6	—Jan. 11, 1854.
4096	Wheal Wrey (lead), St. Ives†	1 9 0	2½ .. 2⅞ 3		2 12 6 .. 0 2 6	—Dec. 22, 1857.
5000	Wicklow (copper), Wicklow	5 0 0	32		30 5 6 .. 1 10 0	—July 16, 1858.

[* Dividends paid every two months. † Dividends paid every three months.]

FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
10000	Alten and Quænangen United (cop.), Norway	16 10 0	1		£4 5 0 .. £0 15 0	—Nov. 21, 1853.
2464	Burra Burra (cop.), South Australia	5 0 0	135 xd .. 150		200 0 0 .. 5 0 0	—June 3, 1858.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40 0 0	40 .. 36 38		86 12 0 .. 1 0 0	—Jan. 26, 1858.
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0	12½		5 18 0 .. 0 10 0	—March 19, 1858.
7000	English and Australian	5 0 0	1⅜ .. 1 1¼		0 10 0 .. 0 2 6	—Sept. 8, 1858.
30000	General Mining Assoc., Nova Scotia [S.E.]	15 0 0	20		11 2 6 .. 0 17 6	—June 23, 1858.
15000	Linares (lead), Pozo Ancho, Spain [S.E.]	3 0 0	9¾		5 10 6 .. 0 8 4	—March 30, 1858.
10000	Lusitanian (of Portugal) [S.E.]	1 15 0	1½ .. 1½ 1 dis.		0 8 9 .. 0 2 6	—June 10, 1858.
103815	Mariquita and New Granada [S.E.]	1 0 0	⅞		0 6 6 .. 0 1 6	—July 29, 1858.
10000	Pontgibaud (silver-lead), France [S.E.]	20 0 0	6 .. 4 6		1 0 0 .. 1 0 0	—June 26, 1855.
7000	Royal Santiago (copper), Cuba [S.E.]	16 15 0	¼ .. 1½ 1¾		33 0 0 .. 1 5 0	—July 12, 1848.
11000	St. John del Rey (Limited), Brazil	15 0 0	12 .. 10 11		35 7 6 .. 1 0 0	—June 19, 1857.
43174	United Mexican (silver), Mexico [S.E.] Av.	28 5 0	3		1 16 6 .. 0 4 0	—Feb. 14, 1853.
188676	North British Australasian [S.E.]	1 0 0	⅞		0 3 11 .. 0 1 3	—Feb. 25, 1857.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
20000	Acadian Charcoal Iron [L.]	7 0 0	6	
20000	Australian (copper) [S. E.]	7 5 0	½ .. ⅜	⅝
75000	Bon Accord (copper) [L.]	0 10 0	½ .. ⅜	½pm
10000	Brazilian Land & Mining [L.]	5 0 0	1½ .. 1¼	2¼
6000	Central American (silver) [L.]	5 0 0	2¼	
25000	Central Italian (copper) [L.]	2 0 0	—	
50000	Clarendon Cons. (cop.) [S. E.]	0 12 6	4s. 6d.	
53040	Cologne Mining Co. (lead)	1 4 0	¼	
10000	Copiapo Smelting [L.]	10 0 0	13	11½ 12¼
75000	Dun Mountain (copper) [L.]	1 0 0	⅜	¼ ⅛
15000	East Indian Coal [L.]	10 0 0	10	
20000	Ellersiie & Bardowie, Jamaica	0 14 0	1½	
2000	English Ridge, Newfnd. [L.]	0 10 0	5	
25000	Fortuna (lead)	2 0 0	2½	
10000	Gt. Barrier Land, Mining, &c.	1 10 0	1½	
2309	Kinzigthal Min. Ass., Germ.	4 0 0	1	
25000	Levant Mineral [L.]	10 0 0	1	
40000	London and Virginia (gold)	1 0 0	1	
80000	Mount Carbon (coal), Virginia	1 0 0	⅛	
1000	Mount Gabriel Mineral [L.]	10 0 0	—	
60000	New Granada (gold) [S. E.]	1 0 0	¼	⅛ ¼
10000	New Grand Duchy of Baden	0 12 6	2½	
50000	Newfound. Min. Ass. [L.]	0 2 0	⅛	
5000	New Holltzappel Mining [L.]	1 0 0	1	
16000	Nouveau Monde (cop.) [S.E.]	1 0 0	⅛	
65000	Piedmontese (copper) [L.]	1 0 0	—	
100000	Port Phillip (gold)	1 0 0	12s.	⅝
50000	Quartz Reduction [L.]	1 0 0	¾	
6000	Rossie and Canada (lead)	10 10 0	—	
47795	Strathaibyn (copper) [L.]	1 0 0	—	
7820	Ditto, Preference, 10 per cent.	1 0 0	—	
2000	Turk's Head (copper) [L.]	0 10 0	5	
1000	Western African Malachite	85 0 0	100	
35425	Wheal Jamaica (copper)	0 17 0	18s.	
75000	Wildberg (silver-lead, copper)	2 0 0	½	
100000	Worthing (copper) [L.]	0 14 0	6s.	5s. 6d. 6s.

PROGRESSIVE MINES.

Shares.		Paid.	Last Price.	Present.
6000	Abbey Consols (id.) Cardigan	0 18 6	1	
10000	Angarrack (copper), Phillack	1 0 0	1⅛	
256	Antron Consols (cp.), St. Erth	9 7 3	8	
1000	Ashburton United (cop., tin)	4 0 0	5⅛	
10000	Ballymoneen (copper)	2 0 0	—	
4000	Ballyvirgin (lead) [L.]	4 5 0	2¼	
10000	Bampfylde (copper), Devon	0 12 6	6½	
1000	Barf (lead), Keswick	1 5 0	2⅜	
1024	Basset Consols, Illogan	1 10 0	1	
4000	Bedford Consols (copper)	1 1 6	⅛	
505	Bell and Lanarth, Gwennap	16 15 0	4½	4¾ 5¼
2000	Berehaven (cop Ireland	1 0 0	1¼	
250	Berrlow Consols (lead)	14 16 0	8	
5000	Bolling Well (cp.), Gwithian	3 16 0	1⅛	
20000	Bog (lead), Salop [L.]	1 10 0	—	
6000	Boienowe (copper)	1 17 6	1	
1258	Boscaswell (tin and copper)	—	5	
20000	Bream Iron Mining Co. [L.]	0 10 0	½	
4000	Brook Wood, Buckfastleigh	0 12 6	1	
2000	Bronfloyd (4l. 5s. paid) [L.]	4 0 0	6¾	
4000	Bryngias (lead), Cwmystwith	0 15 0	1⅜	
6000	Buckland Consols (copper)	0 5 0	⅛	
6380	Buller and Basset Unit. (cop.)	2 5 0	2½	
1200	Buller and Bertha (copper)	2 10 0	1	
5000	Cae-Cynon, Cardiganshire	0 10 6	⅛	
1775	Calstock United (tin and cop.)	6 15 0	1	
915	Calvadnack, Wendron	11 0 10	5½	
1000	Camborne Vean & Wh. Francis	3 18 0	2⅛	1¾ 2

Shares.		Paid.	Last Price.	Present.
1204	Carnson Cons. (cop.), St. Cleer	11 0 0	4	
6000	Cardigan South Bog. (lead)	1 0 0	2	
916	Cargoll (silver lead), Newlyn	12 7 5	11	
2580	Carmarthen United (lead) [L.]	2 10 0	3	
4370	Carnewas (ls., cop.), Mawgan	0 13 0	⅛	
1055	Carvannell (cp.), Gwennap	11 0 0	3¾	
10000	Carway & Dufferyn (coal) [L.]	2 10 0	5	
6400	Castell (lead & blende), Card.	0 11 6	3s. 6d.	
8762	Catherine & Jane Cons. (lead)	0 14 0	⅜	3s. 4s.
32	Chesewring Granite	300 0 0	—	
6000	Chollacot Consols (copper)	0 5 6	3s. 6d.	
2000	Ciara (silver-lead) [L.]	3 0 0	2½	
1024	Clijah & Wentworth (tin, cp.)	24 6 6	3	3¾ 4
3400	Coed Mawr Pool (lead) [L.]	5 0 0	—	
2450	Cook's Kitchen (cop.) Illogan	15 10 9	4½	
256	Copper Hill (copper), Redruth	48 0 0	90	
12000	Cornwall Great Con. (ld., &c.)	2 0 0	2¼	
12000	Crelake (cop.), Tavistock	—	5	
6000	Crowndale (cop.), Tavistock	0 7 0	3	
867	Cwm Erfin (lead) Cardigansh.	7 10 0	14	
6000	Cwm Sebon (lead), Limited	2 6 6	1¼	
21000	Dale, North Staffordshire [L.]	1 0 0	⅜	¼
2145	Dalrhiew (ld.), Rhayader [L.]	2 18 0	5	
1000	Daren (sil.-lead), Cardigansh.	6 0 0	4½	
3907	Devon and Courtenay (cop.)	1 0 6	⅛	
4000	Devon Burra Burra (copper)	5 5 0	1⅝	
6240	Devon Great Elizabeth (cop.)	0 4 0	¾	
4566	Devon Wheal Buller (copper)	1 18 6	⅞	
6000	Devon Wh. Union (cp.) Tavis.	1 0 0	5	
4315	Duke of Cornwall, Lostwithiel	5 9 4	3¾	
3000	Dyfngwm (lead), Wales	12 6 6	12	
256	Eaglebrook, Llanfihangel, Car.	40 0 0	30	
4096	East Alfred Consols (copper)	1 19 4	1	¾ ⅞
512	East Basset (copper), Redruth	29 10 0	100	90 95
1024	East Buller (copper), Redruth	13 0 0	1¼	
6000	East Carn Brea (cop.) Redruth	0 19 0	6	
6144	East Caradon (cop.), St. Cleer	2 2 6	1¾	
3300	East Frongoch (sil.-lead) [L.]	0 5 0	—	
4096	East Gonamena (copper)	0 1 3	⅛	
4000	E. Gunnis Lake & S. Bedf. (cp.)	4 2 6	1¾	1⅛ 1⅜
5000	East Hender (copper), Crowan	0 12 0	⅜	
4096	East Providence (tin), Uny Lel	0 17 0	⅜	1⅛
5000	E. Rosewarne (cp., tin), Gwin.	1 13 6	⅛	
9000	East Tamar (sl.-ld.) Beerferris	2 19 0	⅛	
256	East Tolgus (copper), Redruth	47 0 0	55	
1000	East Trefusis (cop.), Gwen	4 18 10	2¼	2 2¼
119	E. Wheal Agar (cop.), Illogan	67 0 0	10	
6000	E. Wheal Clifford (cop.), Kea	2 0 0	1¼	
10000	East Wheal Robert (copper)	0 7 6	⅜	
4000	E. Wheal Russell, Tavistock	0 16 0	5⅛	5⅜ 5⅝
1020	Esgair Llee [L.]	10 0 0	11½	
5000	Frank Mills (lead), Devon	3 8 6	4	
2820	Garreg (lead), Flint	2 16 0	¼	
4000	Gawton (copper), Tavistock	3 11 6	6s.	
6000	Gellirheiron (sil.-ld.), Cardig.	1 0 0	1	
6000	Gerriant (slate) Beddgelert [L.]	0 8 0	8s.	
6000	Gernick	1 0 0	1	
1024	Gilmar (tin), St. Erth	6 16 6	⅜	
12000	Great Caradon and Slade [L.]	1 0 0	1½	
4096	Great Caradon (cop.), St. Ive.	0 6 0	⅛	
6000	Gt. Crinnis (cop.), St. Austell	1 0 0	1⅛	
4000	Gt. Dowgas (tin, &c.) St. Aust.	5 10 0	3½	
6000	Gt. E. Tamar (ld.), Beerferris	—	⅛	
15000	Great Hewas United, (tin)	1 19 0	⅛	½ ⅝
1024	Gt. Sheba Con., Stoke Clims.	25 2 0	2½	
14000	Gt. Tregune Consols, Altarnun	1 0 6	1⅛	
5120	Great Wheal Alfred [S.E.]	11 14 11	4⅜	4⅛ 4⅜
5120	Great Wheal Badderu (tin)	3 13 0	⅛	
6000	Gt. Wh. Busy (cp. & tin), Ken.	8 10 0	3½	
1024	Gt. Wheal Fortune, Breage	27 13 10	7	
10000	Great Wheal Martha (cop.)	0 5 0	6s. 6d.	
8634	Gwydyr Park Con., Llanrwst	0 8 3	⅜	
6400	Harwood (lead) [L.]	1 0 0	—	
7728	Hawkmoor (tin, cop.) Calstock	2 1 0	⅜	
100	Herward United, (lead) Flint	61 0 0	15	
5000	Holmbush (ld., cp.) Callington	4 14 0	1¼	
6000	Huckworthy Bridge (cop.)	0 6 6	4s. 6d.	
5000	Kelly Bray (id., cp.) Callington	3 19 6	2¼	1⅝ 1⅞
2048	Kenegzy, (cop., &c.) Breage	1 4 7	2	
6000	Keswick (lead), Portinscale	4 9 6	1½	
6500	Kimberton (lead), Salop	1 3 0	1⅛	
6000	Lady Bertha (cop.) [S.E.]	1 3 0	12s.	10s. 11s.
2500	Lady Eliza (lead) [L.]	1 8 6	—	
1024	Leeds & St. Aubyn (tin, cop.)	14 16 3	4¼	
1024	Lelant Cons. (tin), Uny Lelant	28 0 0	1⅛	
4474	Lambest Consols (silver-lead)	0 4 0	7s.	
12000	Llandudno (copper), N. Wales	1 10 0	1	
1280	Llwynmalees (lead)	10 0 0	10	
8000	Llywernog Utd., Aberyst. [L.]	1 10 0	—	
1000	Lostwithiel (lead & copper)	0 7 6	⅜	
5560	Loughtea (slate), Tippe. [L.]	1 15 6	1⅛	
4096	Maidstone (lead), Salop	1 10 0	¼	
12000	Maria Cons. (silver-lead [L.]	1 0 0	1	
1024	Mill Pool (tin, cop.) St. Hilary	13 16 6	5	
3000	Milltown (sil.-ld.), Ire. [L.]	1 0 0	1	
7500	Mixon Great Con. (cop.), Leek	1 19 2	1	
16000	Mold (lead), Flintshire [L.]	0 12 0	¼	
8375	Molland (cop.), S. Moulton	1 6 0	⅛	
4157	Mount's Bay Cons., Marazion	4 5 0	⅛	
3000	Nant-y-Car, Rhayader [L.]	2 13 4	2¾	
320	Nent Force (lead), Alston	1 0 0	⅛	
6000	New Birch Tor & Vitifer Cons.	1 1 0	—	
6400	New Crow Hill (ld.) St. Steph.	1 10 0	⅛	
8000	New Treleigh Cons., Redruth	0 12 0	⅛	
1024	New Wheal Frances, Illogan	0 10 0	16s.	
4000	New Wh. Vor & E. Wh. Metal	2 10 0	7	
2048	New Wheal Vaddon	0 2 0	1	1¼
1024	North Buller (cop.), Redruth	13 8 6	2¼	
5000	North Dolcoath (cop.), Camb.	1 6 6	¾	
2000	North Downs (cop.), Redruth	5 17 6	2¼	2 2¼
2500	North Frances, (cop.) [S.E.]	8 0 0	6¼	6¼ 7
1366